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U.S. NAVAL SHIP REPAIR FACILITY

GUAM HISTORY BOOK

1945 to 1997

LARE

DEDICATION

This History Book of the U.S. Naval Ship Repair Facility is dedicated to the people of the former village of Sumay, the men and women of the United States Navy, Marines and Seabees, all the employees of SRF, Guam past and present, and especially those military and civilian personnel who gave their lives so that we may enjoy the benefits of FREEDOM. Finally, to the people of GUAM, we dedicate this History Book.

The SRF History Book Committee

FLARE

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DEPARTMENT
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INDUSTRIAL DEPARTMENT, NAVY OPERATING BASE, GUAM

TO

U.S. NAVAL SHIP REPAIR FACILITY, GUAM

1945 - 1997

BY: SRF HISTORY BOOK COMMITTEE

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Inside back cover - U.S. Naval Ship Repair Facility, Guam (1997)

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Captain Gregory R. Patch
Commanding Officer
U.S. Naval Ship Repair Facility, Guam

Captain Gregory Richard Patch graduated from the United States Naval Academy with a Bachelor of Science degree in 1970. He received a masters degree in Mechanical Engineering in 1987 from the United States Naval Postgraduate school in Monterey, California.

Captain Patch served aboard nuclear and conventional cruisers and destroyers during missions in the Western Pacific, Indian Ocean, Sea of Japan, Yellow Sea, the Atlantic Ocean and Mediterranean Sea. Subsequent to duty assignments aboard ship as Communicator, Operations Officer, and Chief Engineer, he was selected to become an Engineering Duty Officer. Thereafter, his duties included Ship Superintendent and then Cruiser-Destroyer Type Desk Officer at Long Beach Naval Shipyard, and Production Officer at U.S. Naval Ship Repair Facility, Guam. During 1989 until March of 1992, he was assigned to Headquarters, Naval Sea Systems Command as Director, Auxiliary Systems Subgroup. While still at Naval Sea Systems Command, he was then assigned to help establish an entirely new and very needed office for afloat environmental engineering concerns as the Deputy, Ship Environmental Engineering Group. Prior to reporting to SRF Guam as Commanding Officer, Captain Patch was the Assistant Fleet Maintenance Officer, Commander in Chief, U.S. Pacific Fleet.

Captain Patch is married to the former Claire Whitmore. They have four daughters; Raquel, Felicia, Leilani and Milane. He enjoys dancing, ocean fishing, swimming, camping, and boating.

INTRODUCTION

INDUSTRIAL DEPARTMENT TO SHIP REPAIR FACILITY is an exciting, historic and important story of the United States Navy's beginnings and subsequent operations at this landmark in the Pacific, the U.S. Naval Ship Repair Facility (SRF), Guam. From it's pioneers and their initial ideas through the establishment of the Industrial Department in 1945, this book vividly portrays what is now the U.S. Naval Ship Repair Facility and pays fitting tribute to the men and women, both military and civilian, who built and operated this activity. Throughout its fifty-two year history, SRF Guam was blessed with patriotic people who, with determination and persistence, ensured that the facility fulfilled its ship maintenance support role during times of war and peace.

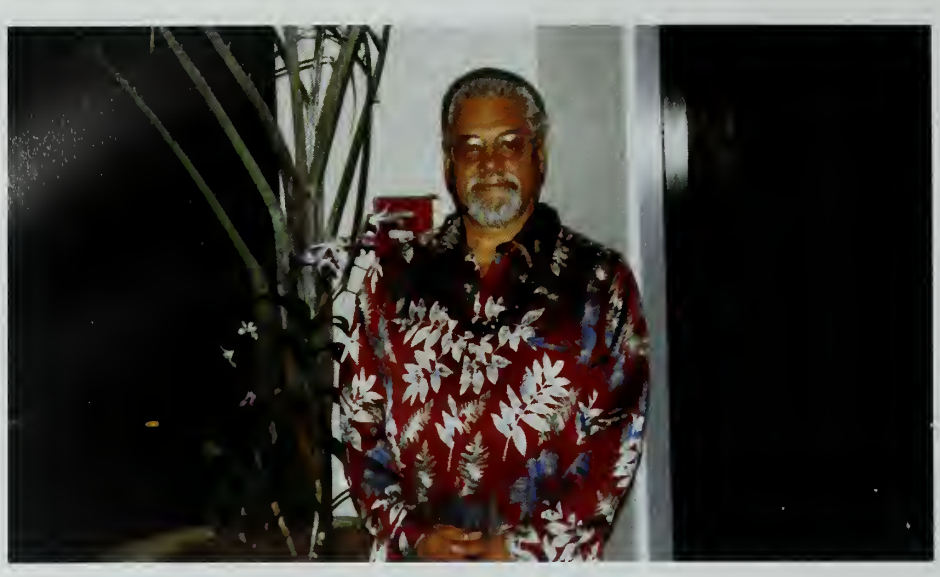
The story begins with a group of men working against time to build large ship and boat repair facilities in a location more than six thousand miles from their homeland. The original idea of organizing the early repair facilities into an Industrial Department of the Naval Operating Base (NOB) was conceived in the fall of 1944 by Captain A.E. Becker, USN, and officers representing Commander Service Force, US Pacific Fleet.

Captain S.N. Pyne was chosen for this task of establishing the Industrial Department, NOB Guam. He reported on 18 January 1945 and supervised the start of the department, organized in a similar manner to existing Navy shipyards. At the time of its inception, the yard was manned predominantly by naval military personnel, vice civilians. Through the years, however, the workforce changed to predominantly Navy civilian employees.

Certainly the Ship Repair Facility of today progressed far beyond what Captain Becker ever envisioned. SRF Guam continued to change with the times. Through war and peace, its people continued to improve SRF's capabilities through dedication, flexibility and hard work. Even as it closed in September 1997 as a Navy activity, SRF Guam was reborn under private, commercial management as the "Guam Shipyard". So, although this book summarizes the proud fifty two year history of the now-closed U.S. Naval Ship Repair Facility, Guam, the heritage and history of Guam Shipyard have yet to be written.

Gregory R. Patch
Captain, United States Navy

Captain Patch is the current and last Commanding Officer of U.S. Naval Ship Repair Facility, Guam.



EDITOR'S MESSAGE

It is rare that one gets the opportunity to serve as an editor of a work like this, and even more rare to work with a staff of writers, investigators, and compilers, of such long and dedicated service to the U.S. Navy, and of such richness of experience as well. The entire experience has been enlightening and rewarding, and because of the staff's competence, capabilities, intelligence and good humor, the work proceeded without any serious hitches, and the story of the Ship Repair Facility at Guam has been told with accuracy, vigor, and clarity. Thank you all for a great job.

D. A. Ballendorf

DIRK ANTHONY BALLENDORF,

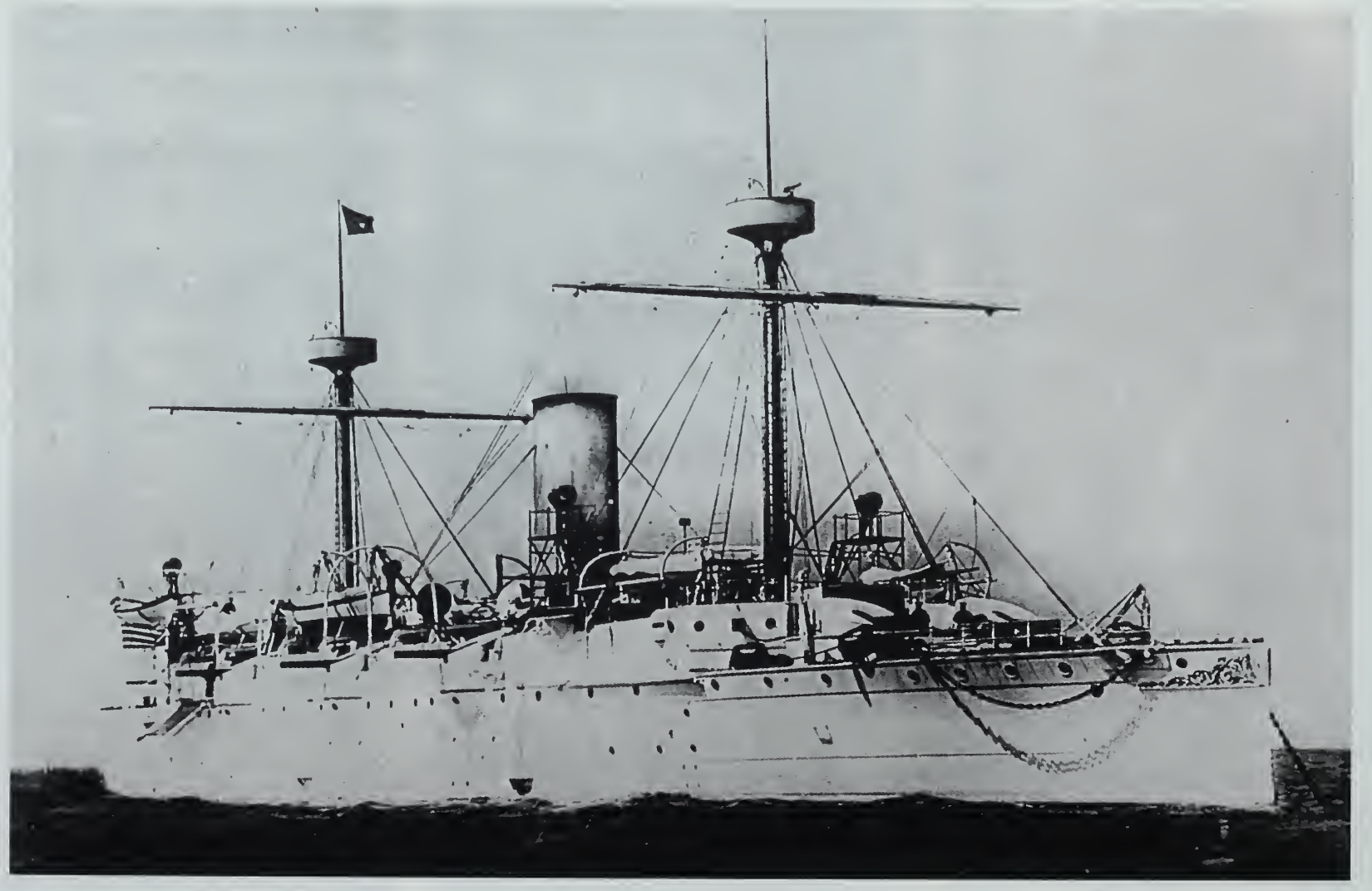
Professor of History and Micronesian Studies

University of Guam

Big Navy, Guam 1997

CHAPTER I

THE BEGINNING
PRE-1950's



USS CHARLESTON

CHAPTER ONE

THE BEGINNING

PRE - 1950

ARRIVAL

20 June 1898

The morning's light was muted by the sudden arrival of a tropical squall. Off the western coast of Guam, M.I., the crew of the American cruiser, USS CHARLESTON, may have considered the inclement weather a blessing in disguise. The ship had earlier completed a search of the bay at Agana, capital city of Guam, seat of Spanish authority and the Governor's Palace. They were seeking Spanish warships and, having found none in the bay, were enroute to the harbor of San Luis de Apra, and the possible combatants anchored there. It was essential that the Americans located such vessels if their mission were to be successful. The arrival of an American ship of the Line, and the three transports (City of Pekin, City of Sydney and Australia) accompanying her, had certainly been witnessed. The Spaniards were, no doubt, moving to alert the harbor's defenses. The stormy conditions might have aided the American ships by slowing the warning from the capital.

As the USS CHARLESTON steamed towards the entrance to the harbor of San Luis de Apra her crew could already see the mouth of the channel and, with growing concern, the fort on the cliffs above. The Commanding Officer, Capt Henry Glass, had much to consider. An Annapolis Graduate, Capt Glass had served as an ensign in the civil war. He expected to draw on that combat experience today. Capt Glass was aware that the fort above was not alone. There were additional defenses within the channel.

From its vantage point atop Orote Point, Fort Santiago, as well as the other forts within the channel, presented a serious threat. The USS CHARLESTON's guns would be of no use against Fort Santiago. They were not capable of elevating sufficiently to return fire. The intelligence available to Capt Glass was certainly dated and probably of little actual benefit. Fort Santiago was thought to be outfitted with several "six pounders" which could easily cover the entire channel and, if manned by able crews, possibly damage or disable the ship. Should the interior forts be likewise

provided, the ship would face a serious challenge; her success in no way guaranteed.

Two weeks earlier, Capt Glass had received sealed orders from the Secretary of the Navy, John D. Long, to take possession of Guam as a consequence of the ongoing Spanish-American War. Upon arrival, Capt Glass, with the assistance of three transports of soldiers and Marines, was to capture the Spanish Governor, his staff, and the officers and men of the assigned garrison. He was then to report to Commodore George Dewey in the Philippine Islands. Several days before the Captain had received his orders, ships under Commodore Dewey had defeated the Spanish fleet at Cavite P.I. providing an opportunity to seize a coveted prize. The strategic advantage Guam would provide America's rapidly expanding interests, made it an irresistible treasure to an ambitious nation convinced of it's "manifest destiny". The War Department wanted this prize, and Capt Glass was expected to procure it.

The USS CHARLESTON, well prepared for the coming engagement, entered the channel. Anticipation of a thunderous barrage from above began to wane as Fort Santiago's guns remained unexpectedly silent. The remnants of Fort San Luis, nearby on the shore, clearly posed no threat to the ship's advance. Emboldened by their good fortune, the USS CHARLESTON and her crew made for the inner harbor. To neutralize the threat posed by enemy ships in Apra Harbor, the USS CHARLESTON still had to overcome one final obstacle, the Spanish fort Nuestra Senora de los Dolores Y La Santa Cruz.

Already nearly a century old, Fort Santa Cruz was still the newest addition to the defenses protecting Apra Harbor. Lt Colonel Manual Muro (Governor of Guam 1794-1802), critical of the ability of the existing forts to ensure the security of the harbor, had the fort built in 1801 to improve the situation. It was constructed of coral blocks on a small islet at the entrance to the inner harbor, near the village of Sumay. Its physical dimensions measured approximately 82 feet long, 52 feet wide and 14 feet high with eight feet thick walls. Originally outfitted with six guns, and stocked to provide the attached garrison the ability to operate for 15 to 20 days without replenishment, Fort Santa Cruz had, at the time, been an impressive addition.

Spain's priorities, and Guam's position within them however, had changed considerable since Governor Muro's administration. For several decades, resources declined, "annual subsidies had been reduced following the transfer of control of Guam from the Viceroyalty of Spain to the Capitancy General of the Philippine Islands"[1] and Guam's forts had suffered from the neglect. Numerous Governors, over the years, had sought to repair or improve the condition of the forts but were prevented by the inability, apathy or both, of their superiors. Available reports, generally from travelers or traders, as to the status of Guam's defenses, were both old and varied in opinion. An accurate appraisal, as to the condition of readiness of these fortifications was, most probably, a fact to which Capt Glass was not privy.

As the USS CHARLESTON neared Fort Santa Cruz the order to fire was given. In

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1

Two Enlisted U.S. Marines in ruins of Fort Santa Cruz. Original Spanish crest just visible beneath keystone of arch. Circa early 1920's.

Two U.S. Marines (one officer & one enlisted man) within the ruins of Fort Santa Cruz in front of probable Powder/Supply room. Circa early 1920's.

an explosive roar, several rounds from the ship's guns were released towards the island and the fort which stood upon it. The crew raced to reload and ready the guns for continued action. Strangely, the assault went unanswered. It appeared that every fort guarding the harbor was deserted; in fact, the only movement observed was the rapid departure of a small boat, and its two bewildered riders, from the shadows of the obviously deserted Fort Santa Cruz. The only ship present being a Japanese merchant who swiftly hoisted its colors and identified herself as a neutral. Their passage now unobstructed; Capt Glass moved to station his ship in the inner harbor to discharge his remaining duty and take control of this now former possession of Spain.

Shortly after the ship's arrival, a delegation from the Governor made its way, aboard two small boats, to the USS CHARLESTON to greet the ship. A message from Lt Col Juan Marina, the soon to be final Spanish Governor General, was delivered to Capt Glass. Reading the note, Capt Glass was surprised to find neither demand nor submission; but rather, the Governor's seemingly sincere apology for failing to return the USS CHARLESTON's recent honors. The firing on Fort Santa Cruz had apparently been mistaken for a saluting battery as was customary for a visiting ship. The Governor, after having received the Captain's reply correcting the misunderstanding, and expressing the surrender demand, sent word that as his supply of powder had long since been depleted, he had no alternative but to comply.

The following morning a group consisting of the Governor and his staff, with others considered too dangerous to leave behind, were taken aboard the ship. The Spanish families, and the Chamorro members of the garrison, were allowed to remain on the island; however, the senior members of the government, and the garrison that soon followed, were to be interned for the remainder of the war on the newly occupied Philippine Islands.

Prior to his departure, Capt Glass returned to the site of first engagement, the small island at the center of the channel, to ceremoniously raise the Stars and Stripes over Fort Santa Cruz. This historic event was an important "first", times three.

This ceremony marked the first time that America had completed the conquest of a territory outside the limits of the continental United States.

To the Chamorro people, it would have profound significance as the first time the American flag was unfurled over the Island of Guam. By this action America proclaimed its sovereignty and precipitated the inevitable changes that were to follow.

Finally, there would be one more remarkable fact associated with the raising of that flag, an occurrence which was still half a century away. Fort Santa Cruz, the antiquated battlement to which Capt Glass returned, the very site where America declared Guam's freedom from 378 years of Spanish domination, would become important as the subject of this book. That same tiny island, which had witnessed so many important arrivals of ships from many places, was destined to be the future site of the US Naval Ship Repair Facility, Guam!

Though most of the buildings constructed during the war are gone, their foundations remain throughout Guam. In this photo, men from the 109th Naval Construction Battalion are pouring the foundation for the main Electronics Office Administration Building. To the left is the Sonar Laboratory.

Interior of the main Administrative Office. Right foreground is the Radar Section, Communications equipment section is under the balcony, left foreground. Planning and Production is in the right background, and the civilian engineers' office is on the balcony, upper right.

The Radar Antenna Laboratory Building. Radar antennas shown are typical of the period. This technological advantage was instrumental in many successful engagements by providing our combat ships night attack capabilities which the Japanese were slow to develop.

LOSS - 1941

The village of Sumay was a wonderful place to live.

A thriving waterfront community of around two thousand souls, Sumay was located on the channel into Apra Harbor just south west of Fort Santa Cruz. Most of the men, and a share of the women, had decent paying jobs that allowed them to provide a good standard of living for their families.

Many worked at the Marine barracks on the cliff overlooking the village. A few were employed by the Pacific Commercial Cable Company (Sumay had been the site of the company's transpacific relay station since 1903) whose buildings were a small distance up the hill from the Catholic church. Some villagers were able to get the highly desirable jobs offered by Pan American Airways.

The airline company had built a hotel and set up its "China Clipper" stop-over operation by leasing an unused Marine Recognizance Station (1921-1927, 1928-1931) at the shore line. As the Marine squadron had used bi-wing aircraft fitted for water landings, a ramp and hanger were already on site. These considerations made Sumay a prime location for Pan Am's seaplane operations on Guam. This service, which carried passengers between Hong Kong and San Francisco, had begun some five years earlier. The Standard Oil

Sumay, 6 May 1930. Improved channel and sea-plane ramp. Marine Barracks and rifle range visible along cliff line behind village. Beyond peninsula in background is Agat Beach. Cable company buildings are to the right of photo.

Company had fuel tanks alongside the ramp with a power plant and icehouse nearby.

Sumay was arguably the most prosperous village on Guam. The citizens of Sumay could not have known that the very resources which had been so important to their village, would also make their village important to the plans of others.

The preceding months had been filled with rumors concerning Japan's plans to strike south. So real was the threat that by the end of August nearly all military dependents had already been relocated stateside. On this day, 08 December, the threat became fact as Japan made known her intentions.

The morning had started no different from any other; it was overcast, as was usual for this time of the year. Juan Perez, the son of a retired Navy man, had celebrated his 22nd birthday four weeks before. Today he had arrived early to his job as the Chief Boatswain for Pan Am's stop-over facility. Juan needed to refuel and supply a PBY bomber plane that had recently been sold to Australia and was to be released that day.

Not long after the plane had been readied, Pan Am's manager called a staff meeting which Juan attended. The Manager seemed extremely troubled. He explained

that a message from the US Naval Station at Pearl Harbor was reporting how they had come under attack by Japanese aircraft. He also added that the Japanese might decide to hit Guam and that it would be a good Idea to review their contingency plans, just in case.

No sooner had the words been spoken when a disturbing hum started to develop somewhere outside the office. It took only seconds to determine the cause of that sound, airplane engines! Juan and the other men rushed outside to get a look at the planes. Their worst fears were realized as a break in the clouds revealed not only the aircraft but the unmistakable markings they carried. They were Japanese war planes; Guam was under attack!

Juan next noticed an unfamiliar sound; it was a loud, angry buzz with a pitch that was steadily increasing. Searching the sky, he caught sight of a plane that was diving straight down from out of the clouds. It appeared the pilot was just starting to pull up from the dive when the shock wave hit Juan.

The incredible sound and pressure from the explosive blast seemed to freeze the unreal moment as he tried to comprehend what had occurred. Slowly, reality returned. Bits of earth and structure were still falling as Juan pulled himself up to find his friends and co-workers strewn across the yard.

Though wounded, Juan[2] and the other men survived the blast. Incredibly, not one of the group was killed by the bomb even though the crater was directly in front of the Pan Am offices, its center less than a few dozen yards from where they stood. The attack continued for nearly one-half hour while the planes strafed the village and bombed the seaplane ramp, cable station, and Marine Barracks. The important fuel tanks along the ramp where not damaged by the attacking planes; in fact, that was accomplished by brave workers who realized the necessity of denying the enemy those reserves.

The Japanese invasion force consisted of three cruisers, three destroyers, eight merchant ships carrying over 2000 troops, and planes from the 18th Air Unit stationed on Saipan. The air raids would continue for two days to soften Guam's resistance to the landing force which was to follow. The Japanese, had they known the true condition of the island's defenses, would probably not have waited to come ashore.

Ten years before the invasion, Guam had been "demilitarized". Nearby Saipan had been under the control of the Empire of Japan since the end of World War I. Official relationships aside, Japan had been considered a possible enemy by the United States since the Washington Naval Conferences of 1921 and 1922. Although "War Plan Orange", approved in 1924, provided for the improvement of Guam's defenses, in reality it had been considered far too expensive to make the type of renovations which were actually needed.

It was hoped that by demilitarizing Guam the US could accomplish two goals. The government intended to argue that the removal of all heavy weapons from both Guam and Saipan would improve the relationship between America and Japan. They believed America's unilateral action to do so would be seen as a positive

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2

Sumay, 21 April 1921. Original channel in forefront of photo. Seaplane ramp and hangar construction in progress. Marine Scouting Squadron 1 compound is just to the rear of hangar construction site with Cable Company buildings to extreme right of photo. Top left of photo shows partial view of U.S. Marine Detachment on cliffs above village.

Sumay, June 1921. Detail of hangar construction. Bridge in place at terminal of channel. Note the Bi-wing plane of Aquadron 1 in skids at end of ramp.

gesture. Also, with most of its military assets removed, Guam might not be considered of strategic importance.

By 1941, Guam's defenses consisted of little more that the Insular Force Guard of 110 Guamanians, the Navy Insular Force of 169 Guamanians, the Military Administration and a small US Marine Detachment.

Against overwhelming opposition, on December 10th, when a landing force of specially trained Japanese Naval Assault Troops came ashore, there was, nonetheless, some determined resistance. When the Japanese forces finally reached Agana, Guam's capital city, they attempted to enter the Plaza de Espana to take the Governor's Palace. The small but valiant Insular Force engaged the troops and halted their advance for nearly two hours.

Despite the best efforts of all concerned, the highly efficient Japanese war machine did succeed in capturing Guam that day. The officers who comprised the Military Administration of Guam were taken prisoner and transported to Kobe Japan for internment on 11 January 1941. Casualties for the invasion of Guam were believed to have been: 13 US Navy and Marine Corps officers and men, 1 American civilian, 4 Insular Guards and 30-40 Guamanian civilians (statistics for Guamanian civilians were not normally recorded). The Japanese casualty numbers were never officially released.

In Sumay, many of the villagers had sought the relative safety of Fena Valley, a few miles inland. Many people joined family members in other locations. The enemy had known of the potential opportunities Sumay provided and moved quickly to adapt the area to their needs. Refueling piers and a functional airstrip would soon be in place. Within ten days of the surrender, those Sumay residents who

Sumay, June 1921. View of harbor at point of future SRF site. Islet in center of channel (left of photo) is Fort Santa Cruz. This islet will become the North East corner of SRF Compound.

remained, and any other civilians that had been found on the Orote Peninsula, were forced by the Japanese to move to an area inland which is near the present Navy Exchange at Naval Activities, Guam.

Those who survived the invasion would endure many hardships during the occupation that followed. Forced labor, relocation, humiliation and constant abuse was standard practice. Torture and even execution was not common. The People of Guam would remain subject to the Empire of Japan for the next two years and eight months.

LIBERATION - 1944

29 July

"Did ya hear? One of those Navy pilots landed at the airfield. Damn, we clear it and they beat our guy in!" said the PFC.

"Spruance probably had something to do with that. Anyway, who cares? We got the barracks back and that's what matters", replied the sergeant.

Twenty-nine years old and already an old man as far most of the other guys were concerned, the sergeant figured those swabbies were entitled to a little glory too.

For the first time, in a long time, he felt real good. It had been a tough fight. Those Japs were crazy, but they knew what they were doing and they could give as good as they got; Saipan had proven that. But this time was different. This time Adm Connaly had come in with his ships and blasted the hell out of everything for nearly two weeks before they got into the alligators[3] and landed. Still, it was no cake walk.

3

Progress diagram of "Battle of Orote Point".

"Alligators" at Agat Beach.

21 July 1944. The Liberation of Guam begins.

Amphibious Landing Craft, AKA "alligators" at Asan Beach.

They had hit the beach the morning of 21 July, that had been eight days back. As the crow flies only about three miles away, but they had to fight for every inch of it. Seems like forever ago. Now, however, the pressure of the past week's countless battles, and the terror and fatigue that went with them, was being replaced by growing optimism. They had reached their first objective and taken Orote Peninsula. Except for some mop up work this operation was over and they would get a short breather before moving north to secure the rest of the Island.

Today was special for another reason. Earlier he had stood and watched as the American flag was raised over the remains of the Naval Station Marine Barracks for the first time in two and a half years. There had been more than 150 Marines here when the Japs invaded; no one knew for sure what had become of those guys, when or if they would ever be seen again. So, by taking back the barracks, some measure of payback had been given. All the brass was there too; Adm Spruance, Maj Gen Geiger, Maj Gen Larson, Lt Gen Holland "Howling Mad" Smith and Gen Turnage. The old man himself, Brigadier General Shepherd, who everyone figured to be hard as stone, couldn't keep his voice from wavering when he spoke about avenging the loss of those men. In two days they would move down to Agana but for now he was, as much as possible, content.

The sergeant stood gazing out from the ridge that slowly sloped down to the remains of a village. Like most of the villages he had seen over here, all that remained was rubble and broken trees, some shattered houses and lots of craters. The facade of what must have been a church at one time looked somehow

Destroyed village...believed to be Agat.

defiant as it remained standing without walls to support it. Off shore he could just make out what seemed to be a small fort on a little island.

"Hey Sarge, what village do ya think that is?" asked the PFC.

"How would I know", he replied. "It sure ain't like the postcards you see, is it?"

He was thinking about the beach and the palm trees and how it might have been once.

"I bet it was a wonderful place to live."

Casualties during the liberation of Guam have been placed at 7,083 American troops killed or wounded, with estimates for Japanese losses placed as high as ten times that figure. No one can say with certainty the losses suffered by the Chamorro people during and before the battles. The Guam War Reparations Commission reported at least 684 executions by the Japan's occupation forces.

U.S. Marines with supporting Sherman tank, "Battle of Orote Point".

Japanese casualties, "Battle of Orote Point".

This bronze plaque was recovered following the recapture of the Marine Barracks. Pictured (L to R) Lt Colonel Allen Shapley, Commanding General, 1st Provisional Marine Brigade; Brig Gen Lemuel C. Sheperd, Commanding Officer, 22nd Marines; Col Merlin F. Schneider, Commanding General of V Amphibious Corps; Lt Gen Holland M. "Howling Mad" Smith.

An early example of "typhoon proof" construction, this radar platform, next to the radar laboratory, was specially built to withstand typhoon winds.

On 29 July 1944, only 6 hours after the first Seabee bulldozer hit the field, and only 1-1/2 hours after the flag raising at the Marine Barracks site, the first American plane lands on the newly captured Orote Airfield. The Marines had prepared for this momentous occasion, but the Navy intercepted the message announcing that the airfield was ready and one of their pilots touched down before the Marine aircraft could arrive.

Nuestra Senora de Guadalupe church in Sumay Village was also one of the casualties of the battle for Orote Peninsula. Used by the Japanese as a stable for their horses, it was severely damaged in the American bombardment during the liberation.

Then Electronics Officer, Cdr C.L. Engelman at work in his new office. Note headline of the "Guam Edition of the Navy News".

PRELUDE

13 August.

Within days of the initial assault to liberate Guam, a small group of dedicated men arrived at Lion No. 6[4] to establish a boat repair unit. These sixty-four men and four officers, with equipment borrowed from the 76th Naval Construction Battalion, began to clear a site for the construction of the new boat yard. The boat yard would be located on the shore of Sumay village at, what would become, the present NAVACTS marina. The bulk of the supplies needed to construct the facility came two weeks later. At this time a coordinated system of supporting trades was only a dream. The delivery, unloading and use of all material would be left to the repair unit. Without cranes or other lifting equipment, the men were forced to adopt some unconventional means for removing the heavier items from the delivery

4

vehicles. One method used old tires that were placed on the ground beside the truck. They heavy crates were then shoved off the side of the truck's bed. With a little planning, and lots of luck, the tires would cushion the fall. Surprisingly, no major damage occurred to any equipment while using this highly unorthodox technique.

Working conditions were difficult at best. The Spartan berthing and messing arrangements together with mosquitoes, and the associated Dengue fever, did little to improve morale. Thousands of remaining Japanese soldiers were still using hit and run tactics which made the additional work of nightly sentry duty a necessity. Motivated only by their sense of duty and tight camaraderie, these men were still able to complete a great deal in a very short time.

Ingenuity was the key to success during this challenging period. Lacking many assets normally available for construction projects, imagination often replaced resources.

The removal of the boats from the water was required for many repairs so a system to accomplish this needed to be built.

They salvaged material from the remains of the Pan American Airways hanger and obtained railways from a Japanese built narrow gauge train track. The men were then able to build a marine railway that could remove and haul up to 17 small crafts at a time to the appropriate repair shops. For the larger craft, a pontoon type drydock was constructed.

Amazingly, these accomplishments were achieved by 25 September 1944, a short forty-one days after their arrival! In the first four months of operation the Sumay Small Boat Repair Yard averaged four rudder and propeller changes and seven engine overhauls per week; additionally, they completed a total of 135 hull repairs. The yard remained in operation at Sumay until 1 March 1945, it was relocated to the Small Craft Repair Annex at Piti.

BIRTH

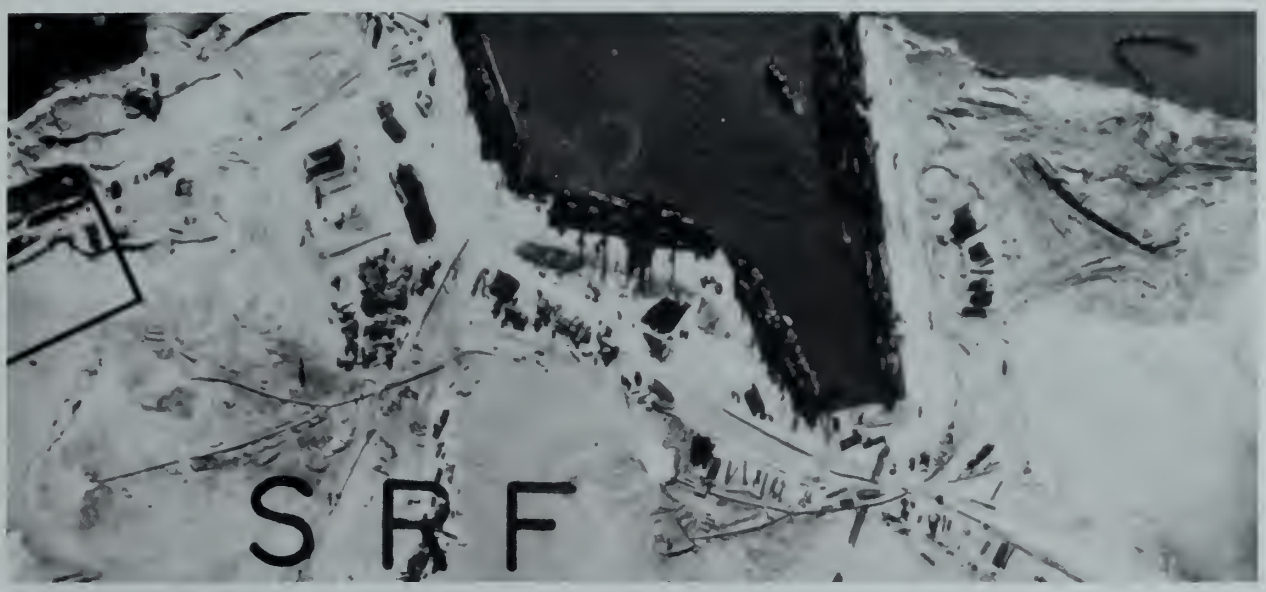
27 September

Two days after the completion of the Small Boat Repair Yard, construction on the Ship Repair Base commenced. Dredge and fill operations began on a submerged coral head at the entrance channel to the Apra inner harbor, just north east of the boat yard.

Capt A.E. Becker, USN (who would go on to assume command of the Naval Operating Base, Guam), and others representing Commander Service Force, US Pacific Fleet had originally proposed the construction of a ship repair facility on Guam. This type of facility, so close to the enemy's homefront, would provide the indispensable ability to quickly return damaged ships to service in support of the anticipated invasion of Japan.

The 23rd Naval Construction Battalion immediately began construction on what would become berths N, O, and P. This massive project would eventually create a facility encompassing a total area covering approximately 97 acres to a height of seven feet above sea level. The repair base, certainly a major project by any standard, was still only part of a major overhaul of the entire harbor and its associated infrastructure. The complete harbor refurbishment project would continue for years with final dredging being

The photo above, a 1944 picture shows the area of the present day Sumay Cove Marina and Clipper Landing Restaurant, both MWR operations at Naval Activities. A Japanese seaplane has been overturned and sunk; its floats visible in the shallows.



Aerial photograph showing the creation of the SRF land site. Believed taken early 1945, work had already been essentially completed on wharves November through Romeo. Note that the small boat repair yard operation (lower right) was well underway.

completed in 1953 after the removal of 7,500,000 cubic feet of earth and limestone.

January 1945

Two weeks after Christmas the first section of ABSD-3, the largest drydock assigned, arrived. The remaining sections followed in short order and the assembly of the dock began. Small detachments and support units had been reporting in over the previous weeks, but on the 17th the first large unit of men arrived with 857 enlisted men and 25 officers. The Torpedo Repair Component pulled in the very next day.

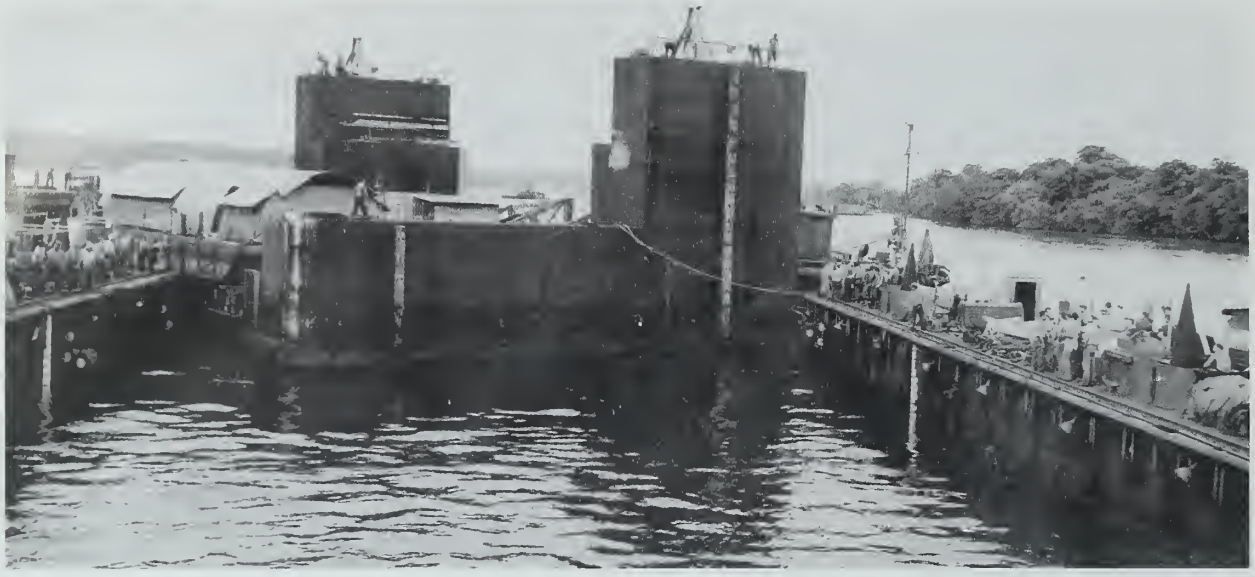
Also arriving on the 18th was Capt S.N. Pyne, USN. Two days later all repair components were reorganized as the Industrial Department, Naval Operating Base (N.O.B.) with Capt Pyne appointed as Industrial Manager. Generally speaking, the organization of the Industrial Dept would follow the successful "Navy Yard" structure with minor changes. One difference would involve the supporting drydocks. The Industrial Mgr was assisted by the following five positions: Administrative Officer, Planning Officer, Production Officer, Supply Officer and a Radio Material Officer. Normally, drydocks are assets of the shipyard. In this particular case the drydocks were commissioned vessels whose Commanding Officers were senior to all Industrial Dept officers except Capt Pyne. The drydocks were not assigned to the Industrial Dept and were given semi-independent status. They received job orders for work to be performed from the Planning Officer, their work performance being subject to review by the Production Officer.

The first work order for the creation of the

05 April 1945. Aerial photograph showing Orote Peninsula and Apra Harbor. Glass Breakwater (upper left) is approximately 75% complete.

06 June 1945. Six of the Electronics buildings are completed with foundations for others visible. "Finger Pier" area under construction. Land filling of site area nearly complete.

08 August 1945. Work on Lima wharf (top center) in progress. Electronics building now complete.



Difficulties with docking of end section AFSD-3, February 1945.

new repair shops was delivered to the 109th Naval Construction Battalion on the 29th. This work would include building thirty 40' X 100' quonset huts and five 20' X 56' quonset huts plus land grading and the installation of storm sewers. Coincidentally, the Industrial Dept received its first job that same day. Commander Service Squadron 12 needed support for its dredging work and the Industrial Dept arose to the occasion by assuming full responsibility for the repair of all dredges and related equipment. Only nine days after its inception, and still without buildings and most of their equipment, the men of this new command went into the repair business.

February

The actual construction project for the first set of buildings began on the 7th of February. Several of the buildings, including three machine shops and a dispensary, were ready for business by the end of the month. The first official job order, a request to repair five salvaged Japanese pumps for service on the dredges, reached the production officer on the 26th. The work done on these pumps was to be the start of a history of repairs that would span more than fifty-two years, and three wars.

March

On the 1st of March, the Industrial Department actually began ship work when they accepted responsibility from commander Service Squadron 10 for all ship repairs. The very next day they received a request for work of all types on thirteen LST's[5]. Additionally, they

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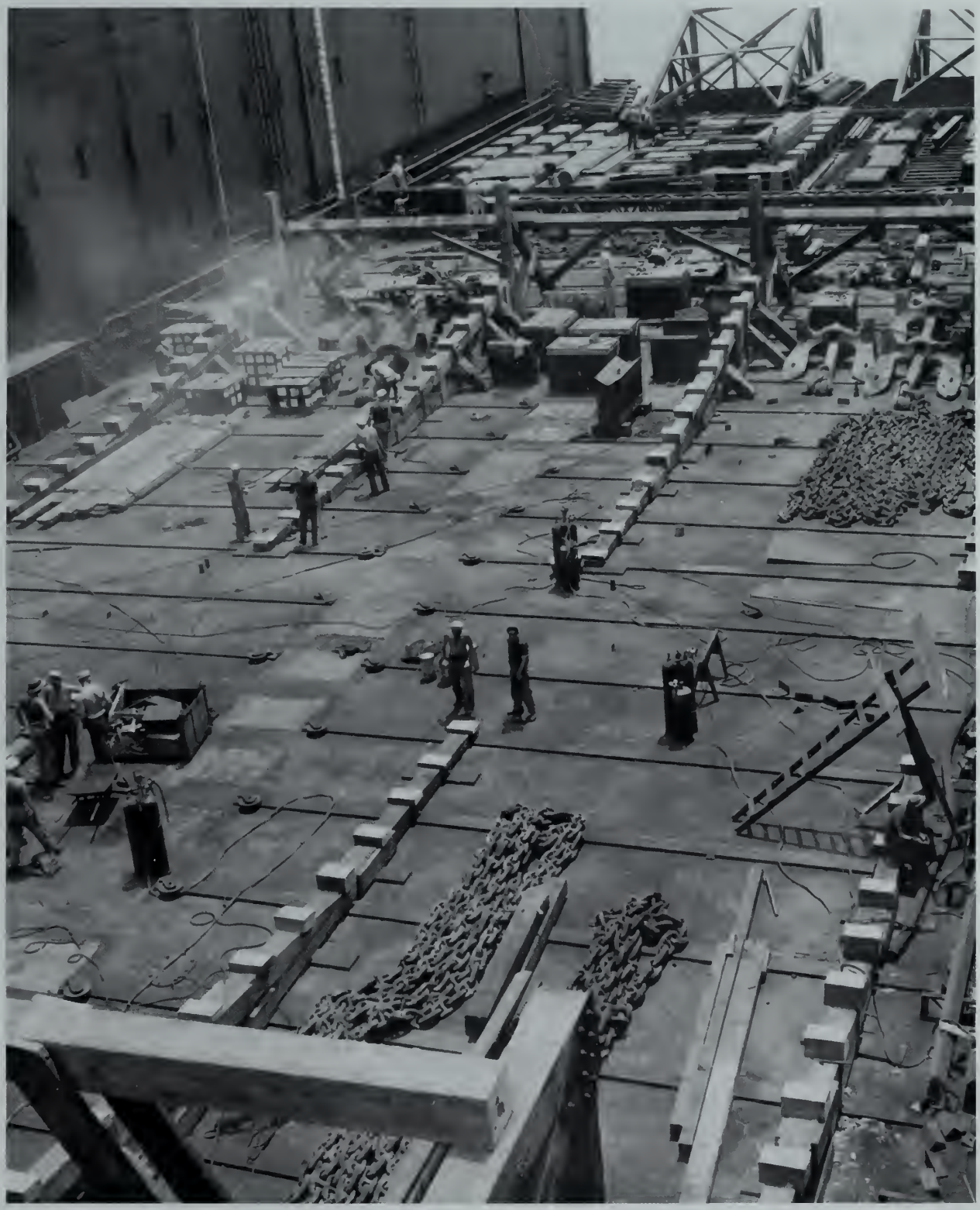


Dock basin of ABSD-3, February 1945.

15 May 1945. The Battleship USS SOUTH DAKOTA (BB-59) becomes the second ship to enter the ABSD-3 (Drydock) following the undocking of the USS IDAHO (BB-42) three days earlier. View is west with Orote Point just visible in extreme top left.

inherited one quite iarge job to repair the bow of the destroyer USS BARTON (DD-727), damaged by coliision. On 5 March, the USS NAPA (APA-157) became the first ship drydocked by the Industriai Department. She had received damage to her port side after coiiiding with another APA. Near the end of the month, the first sections of the second drydock, ABSD-6, began arriving. By 10 May, the drydock was completed. The USS BIRMINGHAM entered the drydock two days later. By this time the personnei assigned to the Industriai Dept numbered 1,515 eniisted men and 84 officers.

The growing workioad that this newiy formed department was receiving would have been chaiienging for any smaii yard. For this faciiity the additionai handicaps of iack of compiete structures, insufficient tools and an inexperienced crew created speciai problems to overcome. Despite these barriers their sense of purpose and "esprit de corps" aiiowed these troops to accompiish remarkabie things. The compietion of the USS BARTON repairs was accompiished in twenty-one days, three days iess that estimated. Much of the credit must aiso go to the generosity of many of the area commands who provided much needed equipment and suppiies to this new endeavor.

Capabiiity continued to expand as the blacksmith, shipfitter, pipe and copper, sheetmetai, temporary ordinance and print shops were completed. Cryptographic, Supply and Administrative offices aiso came on line. During the month of March one thousand job orders were written with work performed on 135 destroyers and other smaiier ships. Space and materiai for the construction of ten additionai 40' X 100' quonset huts was requested. An additional 308 men reported aboard bringing the end of March complement to 1,723.

Aprii

On the nearby isiand of Rota, 3000 Japanese troops stiii remained. Admirai Nimitz couid not afford to mount an invasion, there were more pressing probiems. The war raged, and on 10 Aprii the Industriai Dept started repairs on it iargest customer to date.

The USS WAKE ISLAND (CVE-65) had been seriously damaged by an expiosion from a bomb deiivered by Japan's "divine wind", a Kamikaze bomber. She needed extensive underwater repairs and was drydocked upon arrivai. Fifteen days iater the great vessei was watertight and ready for undocking. The remaining repairs wouid be compieted whiie afioat, they needed the drydock for another project.

Two days later, 27 Aprii, the USS IDAHO (BB-42) entered the ABSD-3 for repairs to blister damage, port side aft, from another Kamikaze attack. The repairs to 160 square feet of damaged deck, armor plating, and supporting structure was accomplished in two weeks. The battleship was undocked on 12 May and returned to service the following day.

Repairs to the USS WAKE ISLAND were compieted five days later on 17 May.

Work continued at a feverish rate. The important mission of returning warships to battie continued with the simultaneous labor of completing the construction of the repair yard. A typical day ranged in iength from ten to twenty hours with a day off being nearly unheard of. Still the men persevered; they understood these were historic times and they knew the

Submarines have always been an important customer. The USS REDFISH (SS-395) is shown with Cabras Island in background sometime during the late 40's.

importance of the task at hand. May through July was a continuing time of growth that culminated in a war time peak of nearly 4000 men and officers assigned to the department. There seemed to be no end to the customers who continuously arrived. Repairs were made to such ships as the USS LINDSEY, BIRMINGHAM, PITTSBURGH, DULUTH and SALAMAUA to name but a few.

Across the island of Guam, preparations progressed for the invasion of Japan. American troops were being readied for a battle of unparalleled proportions and this little island, that so many no inhabited, would be the stepping off point for that engagement. At its war time high, Guam's population swelled to nearly on-quarter of a million people.

Fleet Admiral Chester W. Nimitz, CINCPAC, CINCPOA, lands on Guam to set up H.Q. 29 January 1945. Standing L-R: VADM Jessie B. Oldendorf, Brig Gen H.C. Mandel (USA), Capt T.C. Anderson (MC), RADM Forrest Sherman, Maj Gen H.L. Larsen (USMC), FADM Nimitz, VADM John H. Hovel. Kneeling L-R: Lcdr Horne, Cdr H.A. Lamar (USNR, Nimitz's Adjutant)

Buildings No. 1 (main Admin) and A-2 (public info and censorship) of CINCPAC Advance Headquarters, Guam (later COMNAVMAR) 1945.

Tragedy remembered by USS "Indianapolis"

PHILIPPINE SEA (NWSA)—USS Indianapolis (SSN 697) surfaced July 24 at a location that 52 years ago was a scene of utter devastation. On its final deployment to the Western Pacific before decommissioning, the submarine paid a final tribute to the World War II cruiser bearing the same name.

The submarine conducted its wreath-laying ceremony on the same date as survivors of the sinking gathered for a reunion in Indianapolis, Ind. The survivors had seen the ship earn ten battle stars for action during World War II. The cruiser *Indianapolis* (CA 35) was met with tragedy two weeks before the end of the war. After delivering the first atomic bomb to the island of Tinian, and while sailing from Guam to Leyte on its way to join the assembling invasion force in Leyte Gulf July 30, 1945, it was attacked by the Japanese submarine I-58. The ship capsized and sank in the Philippine Sea in less than 12 minutes.

This was the final great naval tragedy of World War II. Since no call for help went out because of the secret nature of Indianapolis' mission, no search began.

Of the nearly 1,200-man crew, 400 were killed instantly or went down with the ship. About 800 survived the sinking and went into the water. Fuel oil covered the water and coated the men, making many of them deathly ill. Some who survived the initial ship sinking were picked off by sharks while other survivors drowned.

For those who were spared, help arrived more than five days later, with rescuers only finding the survivors by accident. When the rescue was complete, 318 men survived the ordeal.

Article from THE PACIFIC NAVIGATOR, 27 August 1997.

On 25 July, Capt William S. Parsons arrived on Guam. One of many seemingly unremarkable arrivals that day, his visit was far from ordinary. As Capt Parsons deplaned, a naval ship was arriving off the coast of a small island to Guam's north. The island was Tinian. The ship was the USS INDIANAPOLIS. Capt Parsons was expected, for he carried a package that Admiral Nimitz and his most senior staff were very anxious to receive.

Capt Parsons had traveled to Guam to deliver a short film clip to Admiral Nimitz. The subject of that film was the successful detonation, nine days earlier, of the first atomic bomb. The USS INDIANAPOLIS had arrived at Tinian to deliver its cargo of U-235. She carried enough uranium to complete two atomic bombs. Following the refusal of the Potsdamn Declaration, in which the allied nations demanded Japan's unconditional surrender, the use of those terrible weapons was authorized.

At precisely 0915, 6 August, the first bomb detonated over Hiroshima, Japan. It had been delivered by the "Enola Gay", a B-29 bomber, that had departed from Tinian several hours earlier. The Japanese government responded with a silence. Three days later a second bomber lifted off from Tinian. "Bock's Car", another B-29, delivered her payload which detonated over Nagasaki at 11:01. One millionth of a second later that city, like Hiroshima, evaporated. Less than 48 hours later the Empire of Japan agreed to surrender.

Work at the Industrial Department continued.

Following the end of hostilities in the pacific theater[6] manning at the Industrial Dept was reduced to around 3500 by mid October; however, it was still considered

Construction of the office for the Electronics and Administrative Office begins.

critical to complete the facilities as planned. Secretary of the Navy, James Forestall estimated the expense of the post-invasion restoration of Guam at one hundred and seventy million dollars. The United States was determined to maintain a strong military presence on Guam for years to come. The Industrial Department of NOB, Guam would have a large part to play in these plans.

Following the close of the World War II, the Industrial Dept devoted much of its production to activities involved in the general improvement of Guam's infrastructure. The Island at this time was in a state of martial law. Oversight and administration rested solely with the Navy. Fleet Admiral Chester W. Nimitz established the administrative command of Guam and in February of 1946, Vice Admiral C.A. Pownell became the last military Governor of Guam. He retained that position until August of 1949.

First appearing in the Pacific a year before the LVT-3, the LVT-4 also had a rear ramp which enabled Marines to land without having to climb over the side of the vehicle. Its manufacturer, the Food Machinery Corporation, simply moved the Continental engine from the rear to the front of the vehicle.

Electronics Office – Guam

Personnel & Work Load Data

Week Ending 1945	Radar Repairs	Com. Equip Repairs	Sonar Repairs	Radar Installations	Com. Equip Installations	Sonar Installations	Total Repair Jobs	Total Installation Jobs	Total Jobs	Civilian Engineers	Enlisted Men	Officers	Average Ships in Harbor
February 11	1	1	0	2	0	0	2	2	4	3	21	14	
18	6	8	0	0	2	0	14	2	16	4	30	16	
25	20	5	4	0	0	0	29	0	29	4	30	17	
March 4	16	10	7	0	0	0	33	0	37	4	42	17	
	14	7	3	6	0	0	24	6	30	5	67	15	
18	56	21	2	1	6	1	79	8	87	5	67	15	
25	25	20	7	0	2	0	52	2	54	8	101	14	
Apr. 1	37	21	9	0	1	0	67	2	69	9	99	15	
8	39	45	11	0	20	0	95	20	115	10	95	20	
15	33	20	7	7	1	0	60	8	68	13	104	22	
22	48	20	10	10	9	0	78	19	97	15	107	25	
29	60	33	10	3	2	0	103	5	108	17	120	24	
May 6	60	39	17	7	2	0	116	9	125	21	121	25	188
13	81	45	18	12	5	0	144	17	161	23	110	27	178
20	67	48	17	8	4	0	132	12	144	22	118	28	186
27	70	54	17	4	3	2	141	9	150	21	129	28	188
June 3	90	74	33	8	8	1	197	17	214	21	140	28	216
10	105	116	33	6	17	7	254	30	284	22	164	28	221
17	156	127	36	7	11	2	319	20	339	21	170	31	235
24	126	100	30	12	7	0	256	19	275	25	171	31	213
July 1	127	114	20	8	24	2	261	34	295	26	171	34	211
8	180	122	24	7	17	1	326	25	351	25	181	46	236
15	159	120	25	7	13	2	304	22	326	27	183	49	215
22	163	113	22	12	4	1	298	17	315	28	247	59	226
29	134	139	18	10	10	0	291	20	311	31	268	57	225

The Electronics Office was a major area of the Industrial Dept, NOB. Notice the rapid increase in personnel and work accomplished over the first six months of 1945 and the number of ships in harbor.

Life under martial law, though unquestionably preferable to the harsh conditions imposed under Japanese occupation, was nonetheless difficult. Individual rights were often viewed as privileges that could be set aside for the sake of expediency.

One particularly glaring example involved the wholesale relocation of the entire village of Sumay. The bustling waterfront town that, for so many years, had been part and parcel to the military activities of the island, simply ceased to exist after the war. The Navy's plans for the creation of ship repair facilities, the expansion of NOB, and new concerns over security and control left little room for a picturesque village. The navy did provide most of what was needed to create a new home for the displaced villagers, the village of Santa Rita being the result.

Sailors at work in the Communications Equipment Laboratory.

Aerial photo showing the "Electronics" area of the Industrial Dept, NOB. The largest concentration of existing WW2 construction on SRF is in this area. Still existing are the School, Admin, Sonar, Comm Equip, Supply, and the Radar building.

What did remain of Sumay was little more that a few walls and ruins. All the same, the opinions of the locals were never really considered an important aspect of the decision to move the town. A small, well-kept cemetery and a marker where the chapel stood are all that remain of that wonderful little place.

Laws were vigorously enforced. Violations we might now consider "bad manners" would then have been viewed in an entirely different light. Consider this clipping from the Guam Gazette Supplement dated 27 August 1945

". . . Absence from work without notice or authorization brought the following fines to: Juan A. Villagomez - $10.00; Nicolas F. Garcia - $6.00 (2nd offense); Antonio A. Iglesias - $5.00; Jesus C. Blas - $5.00; Jose S.N. Chargualaf - $5.00; while Jose B. Cruz was acquitted by the court on the same charge."

Landfill operations begin on Industrial Dept site. Small boat repair yard is seen at center bottom of photo.

It may seem odd to us now that something as minor as missing a day at work was treated like criminal activity, but these actions must be taken in the context of the time. Still, no one happily accepts being subject to decisions in which their participation is excluded. Fortunately, this type of government was becoming less acceptable to many in Washington and changes were in the works.

In 1949, Carlton Skinner became the first civilian Governor of Guam by presidential appointment. The following year, under the terms of the Organic Act, the responsibility for administration of the island was transferred from the Navy to the Department of the Interior. Fifty two years had passed since the USS CHARLESTON had steamed into Apra Harbor and declared Guam a possession of the United States. It seems that, for better or for worse, foreign wars had always played a part in Guam's destiny.

For Guam and, most assuredly, for the ship repair activities of the Industrial Department of the Naval Operating Base, 1950 would be no different.

Industrial Manager and Division Heads - November, 1945. Front row left to right: Captain S.N. Pyne, and Commander A. Hathaway. Rear row: Commander T.C. Gray, Commander C.D. Short, Commander F.C. Jones, and Commander Sewell.

Aerial photograph of Naval Operating Base (NOB) area.

CHAPTER 2

SHIP REPAIR FACILITY
1951 - 1960

An aerial photo of the Ship Repair Facility in November 1953 showcases over 70 quonset huts which houses the various repair capabilities available to the fleet.

CHAPTER TWO

SHIP REPAIR FACILITY

1951 - 1960

From the onset of the 1950's and throughout the next decades, the repair facility encountered many changes; new buildings with modern equipment replaced the old. The start of these changes began in August 1951 when the Industrial Department became a separate command known then and today as the U.S. Naval Ship Repair Facility Guam, under the command of an Engineering Duty Officer. Ship repair continued to be the order of the day. On September 1957, the SRF workforce consisted of 12 officers, 34 enlisted, 50 local hires (primarily Guamanians), 725 Filipino indirect hire employees and stateside hires. At the time, the SRF manday rate was $15.00 (including material).

A summary of the SRF personnel structure for 1953, 1956 and 1959 are as follows:

1953: 890 personnel (90 percent military and 10 percent Filipino contract hires)

1956: 550 personnel (11 percent military, 10 percent civil service, and 79 percent Filipino contract hires)

1959: 780 personnel (4 percent military, 29 percent civil service, and 67 percent Filipino contract hires).

The SRF operated two floating drydocks, the AFDM-8 and the AFDL-21.

SRF repair shops include:

Shop 06-99: Tools and Temporary Services Shop (all service and maintenance trades).

Shop 11: Shipfitter Shop (shipfitter, welding, sheetmetal forge and piping trades.

Shop 31: Machine Shop (machinist trades, including foundry)

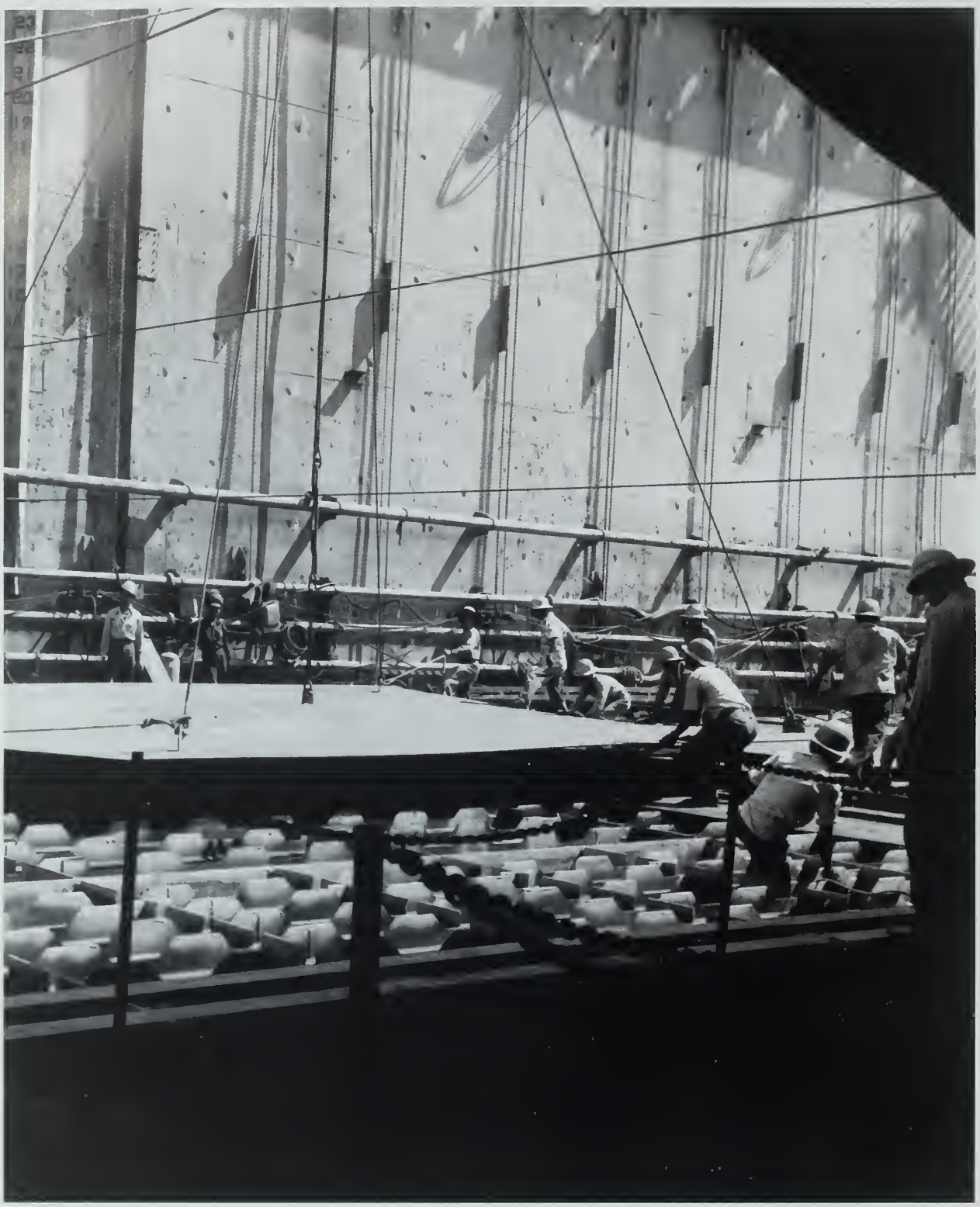
Shop 51: Electrical Shop (electrical trades)

Shop 64: Boat and Paint Shops (woodworking and painting trades)

Shop 67: Electronics Shop (electronics trade)

Shop 72: Rigging Shop (rigging, upholstery, sailmaking trades).

The USS WISCONSIN enters the Auxiliary Floating Drydock USS AFDB-1 in Apra Harbor on April 5, 1952. This docking evolution alone called for a crew of 3,300 men from the start up to the end of the drydocking. *(More photos on next page.)*



Heave! Ho! Heave! Ho! SRF personnel move a prefabricated deck in place to cover tank #10A on board the AFDM-8 floating drydock.

SRF officers and workers witness a 130-ton (308,000 pounds) static test lift is conducted on the YD-120 floating crane on SRF Lima Pier in March 1954.

One significant docking evolution in the history of SRF occurred 05 April 1952, when the auxiliary floating drydock AFDB-1 drydocked the USS WISCONSIN (BB-64). This evolution alone called for a crew of 3,300 officers, enlisted men and civilians to man the dock and its companion craft from initial docking, repairs, maintenance, and finally the undocking of the USS WISCONSIN.

The Navy's consolidation of services occurred as early as 1954. On Guam, in particular, was the consolidation of the

Fire drills were a common occurrence at the SRF. At the facility's reconditioning and compressed gases plants, Navy fire officials conduct a drill in case of an actual emergency.

Naval Base photographic units into one laboratory. The laboratory was established to handle all the ground photographic work for the area and conduct a better job of production at a lower cost. It was then decided to locate this one-stop service, the Naval Station Photographic Laboratory, on the SRF compound. The photo lab was headed by a naval photo officer with a staff of nine enlisted men. Lab personnel were responsible for taking, developing, printing, and distributing photographic work. During the year 1956, the lab worked a total of 32,656 projection prints, 9,438 contact prints, and 6,031 negatives, including identification prints. Most of the photography work was to support reports on accidents, pilfering of cargo, criminal investigations, and construction progress. The lab also provided photo support for military identifications (ID) and passports. The fully equipped photo lab was once located in the Planning Department's Technical Library office.

In November 1956, the SRF Electronics Shop conducted installations of a control

SRF workers repair electronic components in the Electronics Shop. The shop is located in one of over seventy quonset huts that make up the SRF compound in January 1957.

console in the NAS Tower and Operations Building, and electronics equipment in the Naval Radio Stations at Barrigada and Finegayan. SRF Electronics Shop workers on these projects were B. Manzano, J.P. Penna, O. Kwong and R. Navarro.

SRF metal workers were busy at work on a special project, the construction of 16 steel drums for the COMNAVMARIANAS Band. Work on this project ranged from following blueprints obtained from the steel bands in the Caribbean, pounding the concave of the 55-gallon drums, using chisels and hammers to etch the various musical notes on the drums, and application of paint. In February 1958, the SRF delivered their manufactured steel drums to new owners, the COMNAVMARIANAS Band. After fine tuning the drums to the right pitch and tone, band members brought to Guam the traditional sounds of Trinidad. The traditional steel drums had grown to be Trinidad's national instrument and proudly played by more than 200 separate bands on the island.

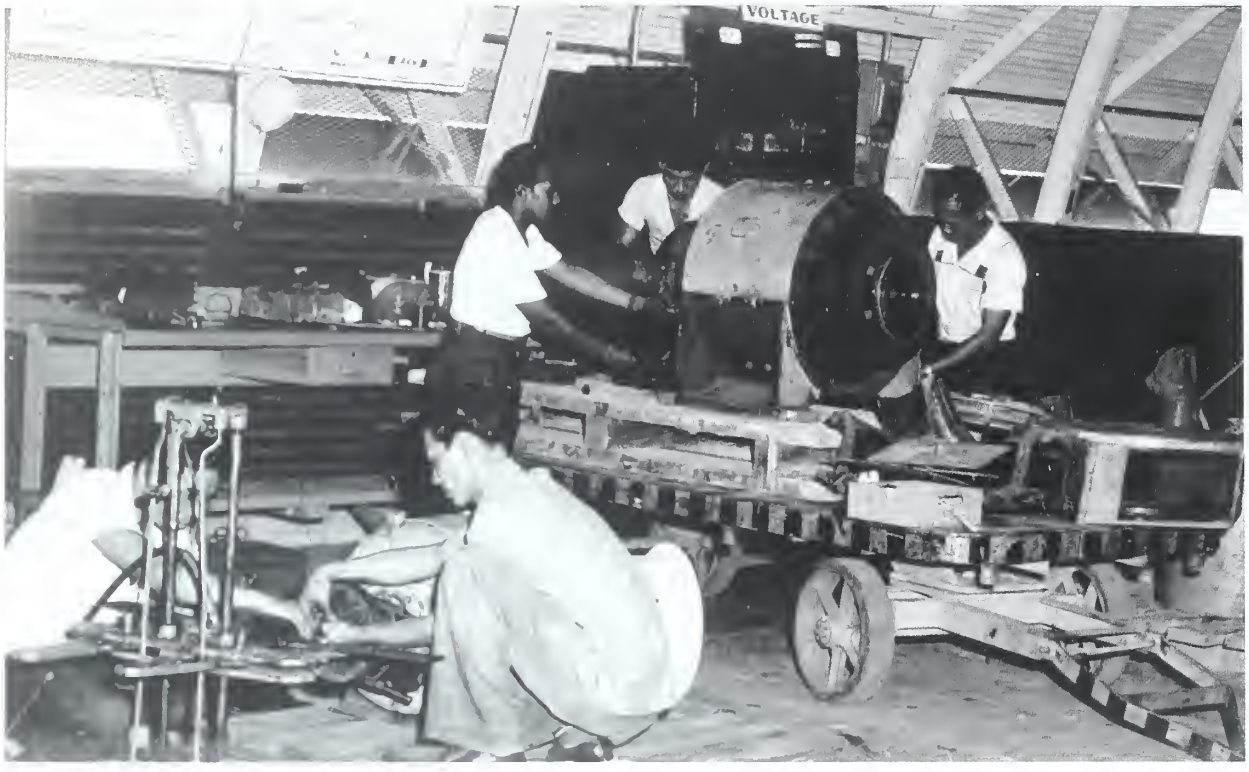
SRF officers and workers prepare the YD-120 floating crane lift of the YTL into SRF November Pier in October 1959.

The Navy Apprenticeship Program for civilian employees was established at the SRF in 1957, with a total of seven local hires graduating from the four-year program in 1961. One of the first to graduate from this well-renowned program is Electronics Mechanic Vicente (Ben) P. Perez. Through his hard work, diligence and dedication to SRF, he eventually reached his goal to become the Electrical/Electronics Group Superintendent until his retirement from civil service in 1994. Other graduates of the first apprentice group include Electrician A.Q. Fernandez, Electronics Mechanic A.S. Guerrero, Electrician H.P. Herrera, Machinist R.S. Okada, Electrician P.L. Ramirez and Electronics Mechanic F.H. Villa. This program then remained as the SRF's primary source of farming local skilled craftsmen. A local hire utilization program began at the SRF in 1958 to provide excellent job opportunities for Guamanians. This program was designed to provide stable job opportunities in a variety of trades and specialties that will

SRF personnel assist with the sewing of yards and yards of white herculite material in the Sailloft Shop. The sewing pit shown is elevated on the shop's floor for precise measurements of large items such as machinery and equipments covers.

contribute to the development of Guam. In October 1958, the SRF Material Division hired Guamanians as timekeepers, stock control clerks, plant account clerks and stockmen. The employees received training in timekeeping, labor distribution costs, storekeeping, and control of materials and plant account items. Other vacancies that existed include various clerical and trade journeymen level positions. Those employed in the Material Division include Jesus S. Quinata, Ignacio F. Manglona, Juan T. Perez, David Tenorio, Manuel T. Meno, Rafael O. Pocaigue, and Rosario Arizo. The availability of permanent residents (who are skilled mechanics) has increased the efficiency and productive capacity of the ship repair facility. The SRF Apprentice Program, already in its second year, had an enrollment of twenty-one Guamanians.

Aside from the hustle and bustle of SRF operations was the story of a grand old man who lived at SRF. The old man here was a canine named "Kooch." For ten years beginning April 1947 to April 1957, Kooch was SRF's mascot. Kooch was one of the puppies found along Commissary Road by Boatswain's Mate Second Class Paul Beaggi. Petty Officer Beaggi kept one pup and gave Kooch to the gang of SRF Building 99-4. The pup made a great pet and would ride the Link Belt Crane on his favorite seat right on top of the cab. Kooch saw more men rotated at the SRF during that time and even received mail from those who left. Besides keeping stray wild dogs away, Kooch made daily rounds alongside ships and crafts to let the ships' mascot know who was boss.



SRF workers rewind motors and work on other electrical equipment in the Electrical Shop in January 1957.

During his years at SRF, Kooch never missed the manhauls (meals) at 1100 and 1600. At the sound of the whistle, he was off like a shot, scrambling into the manhaul amid scores of hungry sailors. Through the years as his hearing got bad, Kooch would not hear the whistle. Since then, manhauls were delayed until he was found and ushered aboard. On April 1957 and after a long illness, Kooch was finally put to sleep. Characterized as "a grand old man," Kooch was SRF's best friend until his end.

All in all, no one can best describe SRF's support of the fleet better than Captain Van Dyke Johnson, Commanding Officer of SRF, Guam from 1959 to 1961. He said, "The small size of SRF made it all one big family. The good work made you feel proud as you see a ship leave Guam after an availability at SRF. You knew the ship was better off having stopped at SRF, Guam." This alone makes any individual extremely proud to have served at the Guam Ship Repair Facility.

CHAPTER 3

AFTER THE STORM
1961 - 1970

Aerial view, looking south, of reconstruction of SRF shops and the Administration Building. (18 Nov 64)

CHAPTER THREE

AFTER THE STORM

1961 - 1970

In 1961, SRF graduated its first apprentice group who worked diligently since 1957 to complete the program. Although the class started out with nine apprentices, only seven endured to the end.

Fernandez, A.Q.	Electrician
Guerrero, A.S.	Elex Mechanic
Herrera, H.P.	Electrician
Okada, R.S.	Machinist
Perez, V.P.	Elex Mechanic
Ramirez, P.L.	Electrician
Villa, F.H.	Elex Mechanic

In 1962, Typhoon Karen severely damaged the Ship Repair Facility, Guam. By 1900 hours on November 11, 1962, winds spawned by Typhoon Karen were severe. Winds in the harbor were clocked at over 100 knots and were predicted to climb to around 190 knots. Reacting to the worsening weather conditions and to that prediction, the Commanding Officer of SRF, Captain L.B. Melson, decided to abandon the facility. By the time evacuation was completed 45 minutes later, debris filled the air. At the time of the evacuation, all craft were riding satisfactorily, owing to the wind's direction. Later, as the eye of the storm passed some ten miles to the south, the wind veered easterly and then southerly, causing most of the ships and craft moored at the piers to beat heavily against the piers with varying amounts of damage.
As soon as the winds subsided and an assessment of the damages could be made, first priority was assigned to removing the floating crane YD-120, with its 125-ton lifting capacity, off its stranded position on the beach at the southern end of the inner harbor. It would be a valuable asset in further recovery operations, and SRF crews worked day and night to salvage the crane, making three attempts, before successfully doing so on the night of the 15th.

The days that followed were filled with activity and hard work, as they were for all activities on the island. Divers patched holes in the sides of sunken and beached vessels; tugs pulled craft off the beaches and into the water; and others were put into drydock for repairs. One hard job followed another, but by mid-December, most of the Ship Repair Facility's vessels were again afloat, and the facility well on its way to total recovery.

Prior to the storm's arrival, there were two ships that departed SRF to evade the storm. They were the destroyer escort radar picket ship, USS HAVERFIELD (DER-393) and the landing ship, USS

Damages to Quonset hut by Typhoon Karen - 1962.

CAYUGA COUNTY (LST-529). USS HAVERFIELD was the first Navy ship to enter Apra Harbor on the morning of November 13th, following the typhoon. The crew of the ship immediately volunteered to assist SRF and their ship provided power and light to the Ship Repair Facility for the next two weeks.

Later that same morning of November 13th, the CAYUGA COUNTY also arrived at SRF. She assisted SRF in typhoon recovery by procuring and transporting building materials. For the CAYUGA COUNTY, it was their second consecutive Thanksgiving Day spent in typhoon recovery assistance. One year earlier she had engaged in delivery of supplies to Alamangan Island in the Marianas, then recovering from Typhoon Lola. But for all on the ship, both Thanksgiving holidays spent in typhoon recovery operations were ones for which all crewmen proudly provided their helping hands.

There were five U.S. Navy ships homeported in Apra Harbor, Guam under the operational control of the Commander, Naval Forces Marianas. Those ships were:

Damages incurred to Building 2055, Supply Warehouse - Typhoon Karen 1962

The YTM-521 was partially sunk and was salvaged by the YD-120 Yard Floating Crane.

(1) Destroyer Escort Radar Picket Ship
USS BRISTER (DER-327)
(2) Destroyer Escort Radar Picket Ships
USS HAVERFIELD (DER-393)
(3) Landing Ship USS CAYUGA
COUNTY (LST-529)
(4) Aviation Supply Ship
USS BANNER (AKL-25)
(5) Auxiliary Seagoing Tug
USS WANDANK (ATA-204)

USS BRISTER and USS HAVERFIELD had the mission of island surveillance over the many small islands under the control of COMNAVMARIANAS, supporting the security and welfare of the islands population. They were also available for ASW and Search and Rescue missions when necessary and were always "on call" to the Navy's Seventh Fleet.

The USS CAYUGA COUNTY, USS BANNER, and the USS WANDANK were also concerned with normal logistic support to islands in the Marianas and Bonin Islands. These ships carried cargo between Guam and isolated ports not served by larger ships.

On 08 October 1964, as a result of an explosion on board the Drydock, six people lost their lives. Three of these were civilian mechanics and were citizens of the Republic of the Philippines. The other three were U.S. Navy men.

19 July 1965 was the day two new buildings, designed from the ground up specifically for the productive and customized repair and modification work characteristic of the industrial command was dedicated to two of the Navy men who lost their lives. Building 20 as we know it today was dedicated to Cdr Frank Robert Hartin, and Building 21 was dedicated to Lt Eugene Stanley Krause. In attendance were: Honorable Denver Dickerson, Acting Governor of Guam;

A look at Shop 17 post Typhoon Karen.

Aerial view of the reconstruction of SRF Building 20. (26 May 1965)

RADM H.V. Bird, Commander Naval Forces Marianas; Captain Walter L. Marshall, Commanding Officer-SRF; The Very Reverend Monsignor Felixberto Flores, Lcdr J.T. Shipman, Chaplain; Lcdr L.R. Brasley, Chaplain, and Reverend Grosvenor Needham.

In 1966, one of the most dramatic evidence of manpower build-up on Guam occurred at SRF, where personnel increased from 400 to 2400. This build-up was a result of the Vietnam conflict, where Guam served as a back-up for the SRF at Subic Bay servicing the U.S. Fleet and many foreign vessels. SRF Guam however, was undergoing other dramatic changes, as it converted to a permanent facility commanded by Captain L.B. Mayer and was the largest single activity under the command of Rear Admiral Horace Bird, COMNAVMAR.

Hiring personnel to handle the myriad duties was a problem. Local trained help was just not available in most instances. However, high level Navy policy had set up important apprentice programs where Guamanians were being trained. "Eventually," Capt Mayer said, "We are going to have a hard core of local people, who will develop into supervisors."

Statistics showed SRF employed 582 local hire, 203 non-local, stateside hire, and 1000 indirect hire or Filipinos as of September 1966.

Rear Admiral Horace V. Bird, COMNAVMAR presented Captain L.B. Mayer, Commanding Officer, SRF Guam, with the Secretary of the Navy Safety

At reception following dedication of Buildings 20 & 21, left to right: Pat Krause, Capt Provost (CO-NCS), Rector of St John's Church, Maxine Hartin, Capt & Mrs Weber (Staff).

The patrol craft, RPS NEGROS ORIENTAL, sank at their moorings (1962).

Award on behalf of the Secretary of the Navy, the Honorable Paul H. Nitze. SRF Guam was the only Ship Repair Facility to receive this award to date.

During the month of November 1966, in addition to the forty-two U.S. naval ships and small craft and the five foreign ships under routine repair/overhaul availabilities at SRF, emergency repairs were undertaken on eleven commercial ships. Repairs to the Sister Katingo was a typical example of the work performed on merchant ships. The Sister Katingo, out of New York, arrived on Guam on November 17th and reported to its local agent that the ship was experiencing excessive propulsion shaft vibration and suspected a damaged propeller. The local agent then certified that "No private company in the area was capable of performing the necessary inspection and repair." If any private company in the area had been capable and willing to do the work, it would not have been performed by SRF. The agent contacted the Planning Officer of SRF and asked for an estimate of the cost to inspect the propeller, remove it, and install the ship's spare propeller if necessary. The planning officer provided an estimate and the agent of the shipping company he represented forwarded a check for that amount to the Comptroller of SRF. The inspection, removal of the damaged propeller and installation of the new propeller was completed in six days. As points of interest, the propeller had five blades, was twenty-one feet in diameter and weighed thirty-two tons. Initial attempts to remove the propeller mechanically were not successful. After careful planning (since the ship carried aircraft fuel to Guam), several controlled explosive charges were set and fired to loosen the propeller from the shaft.

The repair/overhaul of the Old Westbury, also out of New York, went through much of the same procedure as the Sister Katingo, except that she had complete loss of power at sea and had to be towed to port. Extensive repairs to her port and starboard boilers, main turbines and reduction gears were accomplished at the Ship Repair Facility.

Pictured above, was the one and only railroad on Guam. It was located at the Ship Repair Facility here on Guam, and was used to transport small crafts from the work shop to the pier. It may be a comparatively small railroad with less than a city block of track, but for all practical purposes, it was a Railroad. In this case, the engine had been replaced with a "MULE" type vehicle.

The one and only railroad on Guam was located at SRF. It was used to transport small crafts from the work shop to the pier. It was a comparatively small railroad with less than a city block of track, but for all practical purposes, it was a railroad. In this case, the engine was replaced with a "Mule" type forklift vehicle.

History was made when Lyndon B. Johnson, President of the United States of America visited Guam 20 March 1967 for the "Guam Conference". His civilian and military leaders met with leaders of South Vietnam at a press conference at COMNAVMAR. Some of the dignitaries present at the conference were Secretary Dean Rusk, Secretary McNamara and General Westmoreland, Commander of the Military Forces in Vietnam.

The conference table used was made by SRF Guam. It was originally built by craftsman Mr. Takeo Onishi and used in the SRF Main Conference Room until COMNAVMAR requested for its use for the President's conference. In order to get it out of SRF's conference room, the table had to be split in half (lengthwise) and put back together in COMNAVMAR'S conference room. Mr Onishi received praise from Admiral Bird, COMNAVMAR, commending him on the beautiful and artistic table.

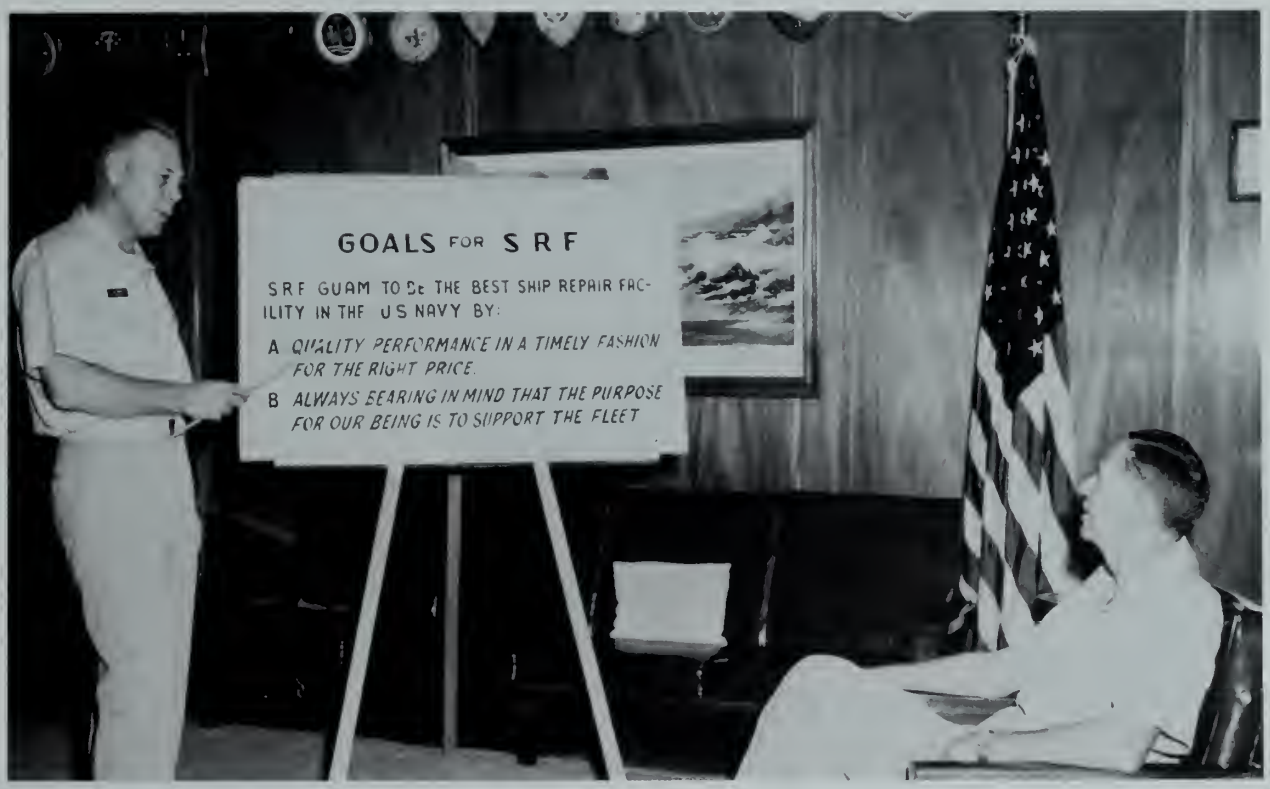
THE GUAM CONFERENCE -- Above, Associated Press photographer captured a historic moment on Guam at the conference between President Johnson, and his civilian and military leaders, and the leaders of South Vietnam. Johnson is between Secretary Dean Rusk, and Secretary McNamara. General Westmoreland, Commander of the military forces in Vietnam is at the far end of the table. (AP Photo)

Submarines have made Apra Harbor their home for years. Above: USS DANIEL BOONE (SSN-629). Below: SSBN-631.

Arrival of Captain Mayer and his family.

In 1968, SRF Guam was a COMSERVPAC activity reporting to COMNAVMAR for coordination control. Employing 2000 personnel, the facility's fiscal year business equalled $28,000,000. The same skill and equipment as found in CONUS naval shipyards were also available at SRF and with a water depth of almost 35 feet at pierside, the wharves could accommodate most fleet units. SRF had a few capabilities that were not available at every shipyard, i.e. an acoustic range where ships could be checked for underway noise, an electronics reference standard laboratory and the best diesel engine overhaul shop in the Western Pacific. SRF also became the Military Assistance Program overhaul yard for Western Pacific foreign ships. Ample service craft, including a floating crane with a 125 ton lifting capacity, a sizable diving capability, and three floating drydocks, AFDM-8, ARD-29, and AFDL-21 were assigned to SRF.

The SRF "Islanders", behind the steady pitching of Felix Lanto, won their second straight Navy Invitational Softball Tournament. The Islanders won four straight games. Joe Castro pitched and won the first game 14 to 0 over the Seabees. Lanto won the next three games again the Anderson Bombers 4 to 2, NCS 2 to 1, and NCS again 1 to 0. In the twenty one innings he pitched, Lanto gave up only one earned run. The championship game was the best game of the tournament. Jerry Bush of NCS matched Lanto until the seventh inning where a single by Roque Alcantara, a walk to Bill Payne, and a bunt single by Jess Santos gave the game and the



Rear Admiral Alvey E. Wright, Commanding Officer, U.S. Naval Ship Systems Command, Western Pacific Area, makes an inspection tour of SRF. Pictured above, Admiral Wright is being briefed by Captain L.B. Mayer, USN, Commanding Officer, SRF.

championship to SRF. During the final game, it was announced over the public address system that Lanto, John Carbullido, Andy Certeza, and Ronnie Tavares of SRF were selected to the mythical "All Island Softball Team".

"SRF Receives COMSERVPAC Cost Reduction Award". A letter from Rear Admiral Walter V. Combs, Commander Service Force, U.S. Pacific Fleet cited SRF Guam or an outstanding achievement for its Navy Cost Reduction Program. During this period, SRF had validated savings of $1,060,000 or 135 percent of its goal. COMSERVPAC noted that this outstanding accomplishment could not have been achieved without a well organized and enthusiastically supported Cost Reduction Program and extended his personal congratulations for SRF's fine performance.

Ms Maria Quichocho, clerk typist in Shop 56, sold more tickets than any other person in the Machinery Group totalling $158.00 in sales for the Softball Raffle.

Mr. Anthony Ishmael, graduate of the Apprentice Class No 11 (Sep 69) was promoted from Marine Machinist Journeyman to Shop Planner, Marine Machinist.

Congratulations to Mr. and Mrs. Peter Leon Guerrero (1st year apprentice, X31).

USS PROTEUS (AS-19) propeller, 18,000 pounds, 15 feet in diameter, in Shop 64. (Photos taken 29 Mar 1967)

They are the proud parents of a new baby girl, Melissa Ann, born on the 25th of March at Guam Memorial Hospital.

Another happy couple is Mr. and Mrs. John E. Babauta (3rd year apprentice, X38). They have a new baby son, John E., Jr. He was born on 27 March at Guam Memorial Hospital.

Mr. Ernesto Ignacio and Mr. Fileno Berdan of Shop 38 successfully completed eleven weeks of Post Graduate Training in San Diego, California.

SRF crowned Miss Marian Leon Guerrero, winner of the newly established title, SRF's "Miss Zero Defects" for 1970. This took place during SRF's 25th Anniversary picnic celebration held on a Sunday at SRF. 1500 guests attended the sunny, fun filled, abundance of tasty food, cold soda and beer picnic, which was a huge success due to the planning and coordination of the Commanding Officer, his staff, and various committees.

Booths erected by SRF personnel during the 1970 Navy Relief Carnival. Pictured on the left is the AFDM-5 snow cone booth. Photo on the right shows the SRF Dive Locker display booth.

Pictured above are the SRF "CHAMORROS" fast-pitch softball team in 1969. Kneeling L-R: Andy Certeza, Rudy Perez, David Fejeran, Pete Rojas, Felix Lanto, John Blas. Standing L-R: Pascual Artero, Paul Landgraff (Manager), Bill Payne (Coach/Player), Joe Cruz, Manuel Blas, Alejo Guzman, Kin Cruz, Frank Torres, George Santos, Ben Duenas, Jerry Certeza.

1969: A shop-17 Sheetmetal leading man (far right), observes as his men put finishing touches on a sink they manufactured to replace a deteriorated one from on board a ship.

Aerial view of the SRF Compound (26 April 1970)

CHAPTER 4

NEW LIFE
1971 - 1980

Aerial view of SRF in the 1970's.

CHAPTER FOUR

NEW LIFE

1971 - 1980

SRF's workforce at the start of 1970 comprised of 936 local employees, 210 stateside hires, 650 H2 workers from the Philippines, and 76 military personnel.

In 1971, SRF held its annual Picnic. The food was prepared by the Machinery Group and refreshments were plentiful. Special appreciation went out to the Naval Station tugboat basin for providing rides onboard the YTB-777. Selection of the new Miss Zero Defects for 1971/1972 went to Miss Ana Quenga of the Services Group. She was secretary to Earle Sellers, Group Superintendent and had been employed at SRF for over four years. She was a resident of Piti where she resides with her parents. The first and second runner-ups were Misses Maria Cruz and Flora Garrido, both of the Electrical/Electronics Group. Captain Paul B. Smith presented the trophies to the girls. Also on hand at the presentation was Miss Marian Leon Guerrero, a resident of Santa Rita, and the previous year's winner.

The Navy Apprentice School Class of 1971 held graduation ceremonies at the Naval Hospital Auditorium for 97 SRF employees on 6 October. Presentation of Diplomas to the SRF Class of 1971 was made by Capt Paul Smith with Governor Carlos G. Camacho, Governor of Guam, Capt J.W. Beadles Jr, COMNAVMAR, and Cdr J.B. Caughman Jr, USN PWC, in attendance. Valedictorian honors went to Mr. Carlos A. Concepcion from Santa Rita. Graduates were: Ignacio Acfalle (Painter), David T. Afaisen (Machinist-Marine), Lawrence J. Aflague (Electronics Mech), Juan Q. Aguon (Welder), Roque A. Aguon (Welder), Fidel D. Atalig (Shipfitter), Robert J. Atoigue (Machinist-Marine), John E. Babauta (Machinist-Marine), Juan P. Babauta (Painter), Enrique B. Balajadia (Welder), Teleforo B. Balajadia (Joiner), Joaquin C. Blas (Machinist-Maint), Ramon S. Cabrera (Patternmaker), Antonio R. Camacho (Welder), Thomas J. Camacho (Joiner), Lawrence B. Carbone (Sheetmetal Mech), Generito A. Carino, (Electrician), Geronimo A. Castro (Machinist), Galo C. Certeza (Boilermaker), Joaquin R.B. Chargualaf (Electrician), Cirilo V.J. Chavez (Sheetmetal Mech), Carlos A. Concepcion (Machinist-Marine), Jesus P. Cruz (Pipefitter), Jesus Q. Cruz (Pipefitter), John Roy Cruz (Machinist-Marine), Juan F. Cruz (Machinist), Wilfredo S. Cruz

Photos above and below show volunteer efforts for the Navy Christmas Airlift in 1972.

Chief Electrician Mate Virgilio C. Young, Ships Superintendent, is shown above being congratulated by Capt N.W. Gokey, CO SRF, during his re-enlistment. Witnessing the event was Lt L.J. Clemen, Asst Repair Officer.

(Rigger), Joaquin C. Quichocho (Shipfitter), Roque L. Quichocho (Electronics Mech), Ronald C. Quinata (Welder), William A. Quinata (Welder), David B. Rabon (Machinist-Marine), Joseph S. Reyes (Shipwright), Peter A. Reyes (Painter), Victor A.C. Reyes (Electrician), Vicente F. Roberto (Pipefitter), Edward B. Rosario (Boilermaker), Pedro M. Rosario (Rigger), Alfred W. Sablan (Machinist-Marine), Edward D. Sablan (Electronics Mech), Frankie C. Sablan, (Electrician), Edward L.G. Salas (Shipfitter), Anthony C. Samiliano (Painter), Joaquin M. San Nicolas (Electrician), Jesse V. Santos (Welder), Joseph J.B. Santos (Rigger), Harvey B. Santos (Shipfitter), Christiano F. Saturnio (Shipfitter), Ramon T. Sayama (Machinist-Marine), Erig F. Scharff (Electrician), Roque C. Siongco (Ref/AC Mech), Francisco C. Taijeron (Rigger), Justo C. Tajalle (Welder), Joseph C. Talavera (Electrician), Francisco S. Toves (Sheetmetal Mech), Peter T. Ungacta (Shipfitter), John J. Untalan (Pipefitter), George E. Wusstig (Machinist).

Wanting to hold a rummage sale, and to include the local people of Guam, Chief Tom Washington of the SRF Docking Department presented an idea to the

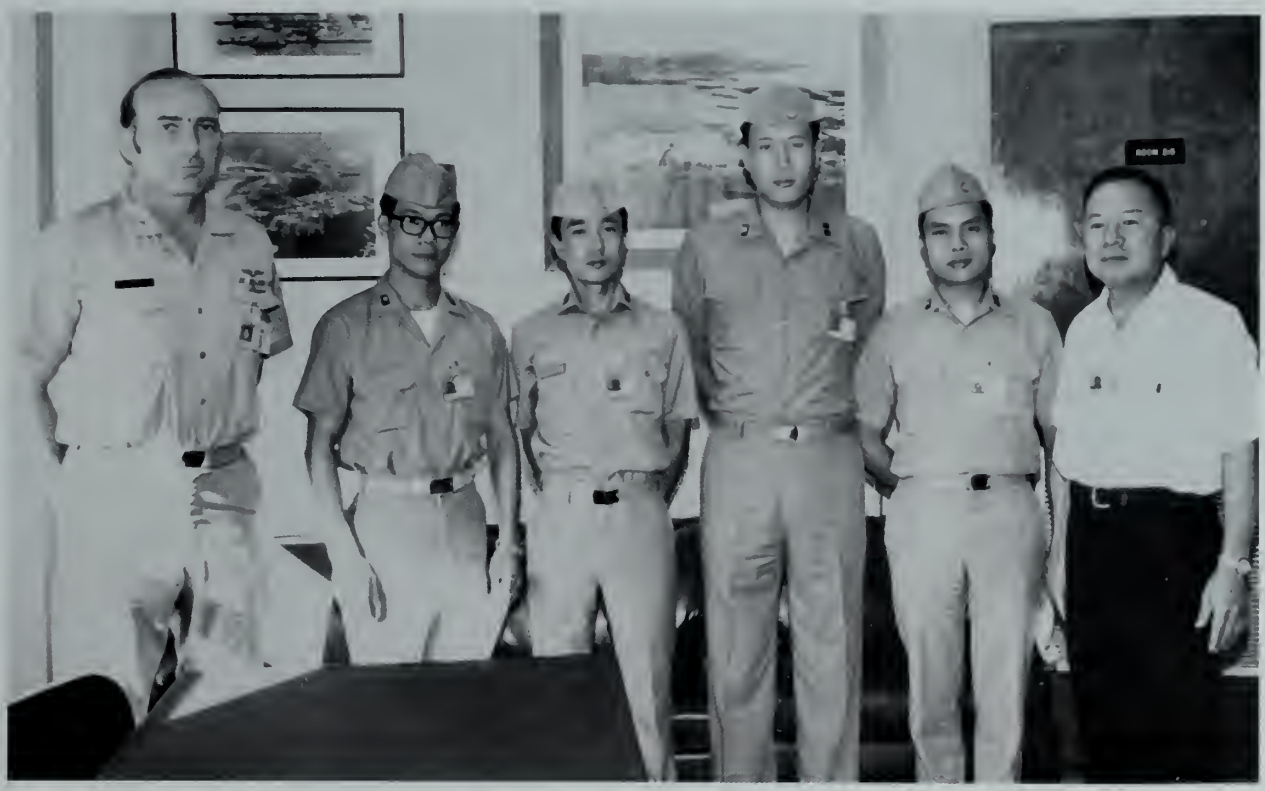
Two SRF employees became U.S. citizens and are shown above after receiving their congratulations from Capt N.W. Gokey, CO SRF. Left to right: Mr. Bernard Ebeo, Production Engineering Superintendent, Mr. Rufino R. Robas, Mr. Vicente Barlan, and Capt Gokey.

Commanding Officer of SRF and to COMNAVMAR in 1972. With the permission of both, Chief Washington opened the Flea Market at the corner of Marine Drive and Polaris Point Road. Announcements were placed in the Pacific Daily News Observation Post and on KUAM. Six (6) people showed up the first day, however, eight months later, the turn out was so vast that Chief Washington used a group of several dozen Boy Scouts to direct traffic.

Adios Captain Paul B. Smith!!! Welcome aboard Captain Noah W. Gokey, III. Capt Gokey became the 17th Naval Officer to head SRF.

Over 500 pounds of toys were donated by SRF personnel, both military and civilian alike, for the children of Yap, Palau, Ponape, Tinian, and Truk. The Civil Engineers Wives Club sorted and wrapped the toys. (photo)

Under the auspices of CINCPACFLT, four Republic of China Officers were in training at SRF. They spent most of their tour learning on-the-job aspects of supply management and procedures. Planning



Four Republic of China Officers complete training at SRF on Supply Management and Procedures. Photo shows L-R: Cdr H.E. Drayton, Acting Commanding Officer; Lt Li; Lt Tai; Ltjg Lu; Ltjg Shen, and instructor M. Otaguro upon receipt of their training certificates.

and Production Department personnel engaged in related supply functions also participated in the instruction. In addition to supply support of repair and overhaul operations, the overall U.S. Navy Supply System and organization were discussed.

In January 1973, three officials from Washington were on island to help government employees achieve a cost of living allowance toward an equal pay, a single pay schedule for all (local hires and stateside hires) white collar/general schedule federal employees, and a single pay structure based on current rates paid federal blue collar employees plus 13 per cent for higher cost of living. While on island, they took the time to tour the SRF facility.

The USNS MARINE FIDDLER, a C-4 split deck house heavy lift cargo vessel, made an emergency stop on Guam in February. The FIDDLER was on her way to Honolulu from Naha Okinawa and had an engineering casualty to the lube oil system that supplies the main engine reduction gear. SRF came to the rescue, repaired the trouble quickly and the vessel sailed in less than 24 hours after arrival.

The Auxiliary Floating Drydock (AFDB-1)

Three officials on island from Washington to help government employees. During their trip they visited SRF for a tour. L-R: Mr. Carl Sadler, Legislative Representative AFGE; Capt N.W. Gokey, CO SRF; Mr Francisco C. Quitugua, Electrician Instructor Shop 51; Congressman William V. Chappell, D-FLA; Mr Seymour Payne, Electronics Technician; Mr Elwin E. Lewis, AFGE (overseas); and Mr Archie Bengston, Local President AFGE.

disappeared from the Apra Harbor skyline in February. The last section was moved from Dry Dock Point and towed to SRF Subic Bay. It had been a landmark in Guam's Apra Harbor for 24 years and had docked only one ship, USS WISCONSIN (BB-64) in 1952. AFDB-1 consists of 10 sections each measuring 264 feet by 80 feet, and weighing 1200 tons with a total lifting capacity of 100,000 tons. Despite the fact that AFDB-1 was moored using 48, 3 inch by 800 foot anchor chains weighing 30,000 pounds each, Typhoon Karen dragged the dock 300 feet out into the harbor.

SRF graduated 63 personnel in the Navy Apprentice Class of 1973, held at the Naval Hospital auditorium in June. In attendance were His Excellency Felixberto Flores, Bishop of Guam, Rear Admiral George S. Morrison, COMNAVMAR, Honorable Kurt S. Moylan, Lieutenant Governor of Guam, CAPT Noah W. Gokey, III, Commanding Officer SRF. Salutatorian honors went to Mr. Gregorio B. Cruz. Graduates are: John I. Aguon (Machinist-Marine), Avelino S. Agustin (Machinist-Marine), Luis E. Alcantara (Machinist), Joseph G. Anderson (Machinist), Victor B. Babauta (Machinist-

Marine), Jesus C. Benavente (Machinist-Marine), Robert B. Blas (Electronics Mech), Vincent B. Blas (Welder), Vincent F. Blas (Electrician), Albert F. Calvo (Electronics Mech), Joseph C. Camacho (Rigger), Manuel B. Camacho (Machinist-Marine), Vicente M. Camacho (Machinist), John D. Carbullido (Machinist), Joseph A. Castro (Machinist-Marine), Joseph P. Castro (Pipefitter), Welliery O. Cefre (Electronics Mech), William R. Chargualaf (Pipefitter), Gregorio B. Cruz (Rigger), Oscar A. Cruz (Machinist), Rudy P. Cuasito (Electronics Mech), Roke M. Damian (Electronics Mech), Paul M. Debibar (Pipefitter), Antonio A. Delgado (Electronics Mech), Quillon D. Depakakibo (Molder), Vincent M. Duenas (Rigger), Joaquin F. Duenas (Welder), Jose D. Duenas (Electrician), Vincent M. Duenas (Electronics Mech), Freddie B. Fejarang (Machinist-Marine), Antonio L.G. Finona (Shipfitter), Francisco I. Flores (Machinist-Marine), David P. Gogue (Rigger), Richard U. Gogue (Machinist-Marine), Anthony B. Guerrero (Rigger), Frank U. Guzman (Sheet Metal Mech), Alfred C. Ignacio (Shipfitter), Gregorio Leon Guerrero (Rigger), Thomas C. Leon Guerrero (Machinist-Marine), Joseph G. Lucuab (Electrician), Johnny C. Mafnas (Electronics Mech), Paul J. Malisheski (Shipfitter), Henry Manglona (Electronics Mech), Francisco B. Martinez (Rigger), Morton S. McIntosh (Electronics Mech), Thomas L. Pablo (Machinist-Marine), George A. Paco (Wood Craftsman), Anthony A. Perez (Machinist), Ralph Q. Quinata (Wood Craftsman), Romeo L. Quiocho (Electronics Mech), Ignacio C. Rivera (Pipefitter), Dennis G. Salas (Shipfitter), Leonard C. Salas (Machinist), Francisco Q. Santos (Electronics Mech), John C. Suzuki (Electrician), Vicente P. Taimanglo (Wood Craftsman), David M. Taitano (Wood Craftsman), Ricardo L. Tenorio (Welder), Frank M. Torres (Machinist), Herbert W. Toves (Rigger), Alfred S.N. Treltas (Welder), Lawrence L. Tyquiengco (Machinist), Silvino S. Ungacta (Electrician).

A Quality Assurance Division was established as an administrative division of the Production Department and the Foundry was transferred from the Structural Group to the Machinery Group.

The USS PONCHATOULA arrived for a 5 month refit period. Her overhaul started on 21 January 1974 and included extensive work on the boilers, deck and cargo machinery and underwater hull preservation. A SHIPALT package, which alone amounted close to $2 million, included modifications to improve the ship's communication capabilities, major improvements in habitability, and installation of a sewage collection system to eliminate discharges while the ship was in port. The entire overhaul required an expenditure of 50,000 mandays at a cost of about $6 million.

Upon completion of the PONCHATOULA's overhaul, the SRF's Civilian Welfare and Recreation Association (CWRA) hosted a traditional Guam fiesta for the crew. Entertainment featured Rudy Kalani's Polynesian Show, and an estimated 4,500 people attended. Beer and soda cost 10 cents a can!!!

The PG's and MSO's homeported on Guam began making their way to new homeports.

The SS CARIBIA, enroute from New York to the scrap yards in Kaohsiung, Taiwan was cut loose from its tow, 3 miles off Guam due to high winds and heavy seas.

Geronimo Castro and Eddy Blones are shown here overhauling the PONCHATOULA sea valve. (3-12-74)

USS PONCHATOULA in Drydock.

USS PONCHATOULA alongside Mike Pier.

CWRA hosted a traditional Guam fiesta in celebration of the USS PONCHATOULA's overhaul completion.

She drifted loose until she came to rest on the breakwater at Apra Harbor's entrance, where she broke apart. The stern sunk, blocking the harbor entrance while the bow remained on the rocks.

SRF had four drydocks, the AFDM-5, AFDM-8, AFDL-7, AFDL-21, docked a total of 21 ships, and completed 129 availabilities.

1975 started out slow for SRF with only one ship, USS AGERHOLD (DD-826), in port. But three weeks later, the USS HECTOR (AR-7) arrived for an extended availability, through the completion of her overhaul. SRF completely rebuilt her mess decks, galley and scullery. We also coated all the seams in her fuel oil tanks, built a new X-ray room, sewage system, and repaired and tested their machinery and heads. HECTOR stayed at SRF until May and was on hand to help out when Operation New Life happened.

A ribbon-cutting ceremony at the opening of the SRF Cafeteria was held in January with Captain Ray E. Pierce performing the honors.

REDUCTION IN FORCE!!! Word of an impending RIF filtered throughout the yard; announced the actual RIF in April, and were sad to see nearly half of the SRF members depart on the 6th of June. Nearly all the RIFFed people were placed

THUONG TIN 1, berthed at SRF awaiting the construction crews to board and begin their alterations. (Photo by PH1 J. Govia)

in jobs similar to the ones they held at SRF, and many were placed with stateside shipyards. SRF Guam was reduced to "Caretaker Status".

"Operation New Life", in April, was an exciting, challenging, and rewarding job for SRF. We were involved officially in building cribs, tent floors, bunk adapters, and helping PWC and the SeaBees at Asan and Orote Point Refugee Camps.

The workload since HECTOR had consisted mainly of Seventh Fleet Ships here for (one to three weeks) availabilities, Fleet Ballistic Missile Submarine docking, and overhaul work on our own AFDM-8.

One significant exception to this was the final phase of "Operation New Life"...the return of the repatriates to Vietnam aboard THOUNG TIN I. We drew up the plans to convert the cargo ship to carry 2,000 passengers on a 30 day trip. Then, in a 10-day period in October, WE DID IT! The AFDM-8 crew got the engine room running, and SRF did the rest with help from the SeaBees.

In addition to the RIF that year, there were also other major personnel changes, topped by a Change of Command in August. Captain Ray E. Pierce relieved Captain Noah W. Gokey III, making him the 18th Naval Officer to head SRF.

Guam wasn't hit by any major storms in 1975, but Super Typhoon June gave Guam a real scare. Typhoon June was bigger and more powerful than the historic Typhoon Karen in 1962, but we were fortunate that she passed 200 miles west of Guam.

Publication of the first SRF newspaper, "Name the Paper", was in January 1976. The editorial staff consisted of Vicky Taitano, EM3 Elvin Reamey, EM3 Sheila Agnew, and SN Jeffrey Steely. A contest was held to name the paper with the first prize set at $100 Savings Bond, second prize at $50 Savings Bond, and third prize at $25 Savings Bond.

Miss Connie Salas (now Natividad) was SRF's Federal Woman's Program Coordinator.

Ltjg Gregory A. Dalke took over as Staff Civil Engineer (Code 221), relieving LT Dale Murphy.

The first Annual Governor's Cup Drag Race was held at the Orote drag strip. SRF's Seaman Apprentice Daniel R. McNew drove his 1973 Gremlin to victory three consecutive times to win the Quarter Mile race. He outraced a 1966 Mustang in the last heat to become the overall winner. On hand to present the trophy were Governor and Mrs. Ricardo J. Bordallo.

After a month long wait...we now have a name for the SRF newspaper. Contest winners were: 1st place: Henry Simpson "The Fleet Supporter" with 72 votes, 2nd and 3rd place went to: Addie Santos "Anchors Aweigh" and Ramon Ramos "Pacific Outpost" with 52 votes each.

Mr. Pedro Mendiola Rosario Jr ("Pete" or "Sonny" as he was known around SRF) passed away in February 1976 as a result of injuries received from a traffic accident. He started his civil service career in 1968 as an Apprentice Rigger with shop 72 and graduated to journeyman in September 1971.

Guam felt the destructive full force winds of Supertyphoon Pamela on 21 May 1976 with sustained winds in excess of 145 mph, and gusts of 185-195 mph. Island wide destruction was estimated at $300 million. SRF alone sustained considerable damage. The AFDL-7 broke loose, toured the harbor and came to rest impaled on Hotel Wharf. In addition, the sludge barge sunk at her mooring, and both large Drydocks sustained minor damage. Ashore, all power was lost, piers were damaged, thirty eight of forty two buildings were damaged, and fire main pumps were destroyed. During the height of the winds, solid sheets of sea water were blowing horizontally against the main buildings and through the louvers designed to equalize wind pressure. As a result, the main shops, machinery and all, were saturated by a fog of salt water.

SRF was in a sad state of affairs but the following morning, with a combined effort of civilians and military, a general all out commenced. After three days of cleaning up and bringing SRF back on its feet, repair work started on the USS PEORIA and USS WHITE PLAINS.

"SRF LAUNDROMAT" although short-lived, began when Bill Payne from shop 67 approached Mr. Ben Perez to get permission from Captain Pierce to allow employees to bring in their washers and dryers and have the wives wash and dry clothes. After obtaining approval, Bill Payne and Craig Brown brought in their

Aerial view of SRF just a few days after Supertyphoon Pamela devastated the island. She had sustained winds of 145 mph and gusts up to 190 mph. Buildings to the right show damages to their roofs as well as to the equipment located outside.

Shop 06/99 after Supertyphoon Pamela's visit to Guam in 1976.

appliances. Two more washers and driers were brought in to alleviate the long lines. Eventually CWRA purchased additional units and set up and ran a Laundromat in shop 64.

Mrs. Victoria Sablan Taitano filled the first established Upward Mobility position at SRF and also became the first female to fill a Safety position at any activity on Guam.

Governor Ricardo J. Bordallo commended SRF for participation in the Grand July Fourth Bicentennial/Liberation Day Parade. SRF built and entered a float in the parade. A plaque was presented to SRF for participation and for garnering Honorable Mention.

$14,139.90 was the amount donated to the Combined Federal Campaign (CFC), an increase of over three times from the year before and almost one third of the total increase on Guam in 1976. Coordinator was Lcdr W. Barton and keypersons were: Frank Q. Nauta, C500/600; Eddie Castro, Shop 72; Joseph Garcia, Shop 31; Antonio Cruz, Shop 56; Eddie Abugan, Vincent Rosario, John Mira, and Greg Calvo all from Code 950; Seymour Payne, Melvin Junsay, Joaquin Sablan, and EM3 Sheila Agnew all from Code 200.

SRF survived a proposed DOD reduction to activity "caretaker" status, with consideration extended, as well, to ultimate closure.

Building 2055, Supply Warehouse in the aftermath of Supertyphoon Pamela.

Designed to obtain ship noise signatures, SRF completed and opened the acoustic range, the only one in the western Pacific.

The overhaul of the AFDM-5 was officially approved in February 1977, by the Chief of Naval Operations with a $1.4 million SHIPALT package included. This gave SRF a solid workload for at least the next twelve months with follow on work already in the planning stage.

It was anticipated that overhaul of the AFDM-6 will follow immediately on the heels of the AFDM-5.

The re-instatement of the apprentice program was officially launched 11 March 1977, with the swearing in of 34 apprentice appointees (840 applicants were tested) in the SRF Conference Room. Of the 34, two of them were women, the first in any apprentice program on Guam.

The North Beach Recreation Area was renamed "Pierce Park" in honor of SRF's Commanding Officer, Captain Ray E. Pierce in April 77.

The SRF Annual Picnic, sponsored by CWRA was held in May at Pierce Park. Music, entertainment, plenty of good food, and fun for everyone was the plan of the day. Pierce Park took on a carnival look with decorated booths, mounds of chicken and ribs, a visit by Smokey the Bear, and throngs of SRF employees and their families. Tugboat tours of the harbor was also enjoyed by everyone. Ball games were won and lost, ponies and fire engines provided rides for all, bands played, and dancers performed. "Breezing" courtesy of the men from Shop 56, and the "Radiants" gave everyone great listening and dancing music.

The Float Design Contest for the May Fair Parade, sponsored by CWRA ended with the following winners: First place and $50 Savings Bond went to Felix Quinata, Shop 51 who depicted by Old Spanish Bridge; Second place and $25 Savings Bond went to Ramon Ramos, Code 260.

Adios Captain Ray E. Pierce.....Welcome Aboard Captain Leland G. Mitchell. Capt Pierce moved on to Philadelphia Naval Shipyard where he served as Production Officer, Captain Mitchell came from SRF Subic Bay Philippines where he served as the Planning Officer. He was the 19th Naval Officer to head SRF.

SRF completed the unique and exacting self docking evolution of the Medium Floating Drydock, AFDM-5. It was the fifth successful self docking evolution at SRF since 1965. The two end sections of the Drydock are separated from the center section, tested, submerged and slid into proper position under the center section. Simultaneous pumping of the end sections raise the center section out of the water, thus it is "self docked". The AFDM-5, undergoing extensive reactivation and overhaul, will be towed to Subic Bay upon completion. The self-docking evolution requires precise timing and strict attention to detail by the docking crew and the SRF civilian team. The teamwork and expertise

SRF, AFGE SIGN AGREEMENT. Signing ceremony was held in the office of Capt Ray E. Pierce, CO SRF.

of the personnel involved made it possible to accomplish the evolution in one day instead of the two or three usually needed for the procedure.

The Department of Defense banned smoking in a number of places on military installations. The new policy outlined in DOD Instruction 6015.18 banned smoking in auditoriums, elevators, shuttle vehicles, conference rooms and classrooms.

The SRF Lunchtime Softball Champs for the year went to "Dumbarscos" from Shop 67. Team members consisted of Julian Damian, Roke Damian, Tony Flores, Joe Baza, Frank Cruz (Team Capt), Johnny Mafnas, Frank Pereira, David San Nicolas, George Santos, Vincent Rosario, Danny Iriarte, and Mike Leon Guerrero.

HAIL AND FAREWELL!! Good-bye Lcdr Barry Fuller...Welcome aboard Lcdr Doug Crow, the new Supply Officer/Comptroller. The department held a farewell fiesta that was so great Lcdr Fuller was thinking about changing his mind and staying on at SRF forever. The luncheon gave everyone a chance to bid him farewell with the very best of food and a fantastic hula show he will remember for years to come. Lcdr Fuller moved on to San Bruno, California where he became the Quality Assurance Officer at Defense

Thirty four apprentices were sworn in by Capt Ray Pierce, CO SRF (top photo). Guests at the swearing-in ceremony included RADM and Mrs Kent J. Carroll; Acting Governor Rudy Sablan; Speaker Joseph Ada; Senator Tony Unpingco, and Lewis Shook, CIRO Director. Bottom photo shows some of the apprentices in the SRF Main Conference Room.

Contract Administration Services Management Area and Lcdr Crow came from Naval Post Graduate School in Monterey, California.

When Typhoon Kim blew into town in November, she found SRF closed. She did her best to find something to blow away or destroy but everything was secured and tied down. Kim went on her way without adding SRF to her casualty list.

A ground breaking ceremony was held in December for a new foundry to be built. The new 12,000 square foot building, which will be built of concrete, and considerably larger, was designed to replace the present foundry which was heavily damaged during Supertyphoon Pamela. Donning hardhats, the official ground breaking participants were: Governor Ricardo J. Bordallo, Congressman Antonio B. Won Pat, Rear Admiral D.S. Cruden (COMNAVMAR), Speaker Joseph F. Ada, Captain Leland G. Mitchell (CO SRF), Captain R.A. Smith (OICC), Mr. H.C. Lee (Exec Vice Pres, Engineering Agency).

Wanting a touch of home added to their living quarters, 40 men from the floating Drydock AFDM-8 and under the sponsorship of Capt Mitchell, spruced up the lower level of Barracks 13 by staging a paint-in. The results of their painless effort proved that planning, paint, and a little help from their friends can work wonders in making their "home" a brighter, more attractive place to live, in just a matter of days.

Medium Floating Drydock , AFDM-6 arrived at SRF 30 March 1978. Towed from Subic Bay by the USNS UTE (T-ATF-76), the 552 foot Drydock was scheduled to undergo extensive reconditioning and overhaul projecting approximately two years.

SRF hosted the Armed Forces Day open house on 21 May. The afternoon event featured walking tours of the SRF complex with shop displays, a tour of the USS HULL (DD-945), tug boat tours of the harbor, a concert by the COMNAVMAR band, and a slowpitch softball tournament featuring both mens' and womens' teams.

The First Annual DOD Slowpitch Softball League, with 12 teams participating, was divided into two divisions ("A" and "B") with 6 teams in each division. The champions of "A" Division were the men from Shop 11/56. The champions of "B" Division were the men from Shop 67. The league championship between the two SRF teams went into the best of three games. Shop 67 won the first game but the next two were won by Shop 11/56 thus making them the overall champions. The "A" Division Champions from Shop 11/56 were: Joe Aguon, Alfred Treltas, Eliana Sterling, Antonio Finona, Manuel Cruz, David Gogue, Rudy Amuan, Ray Cruz, Tommy Tainatongo, Joe Pereira (Team Captain), Frank Garrido, Harvey Santos, Galo Certeza (Manager), Frank Salas, Paul McDonald, Frank Garcia, Benny Rivera, Alan Bucao, Roque Alcantara, and Jesse Santos. The "B" Division Champions from Shop 67 were: Manuel Pereira, Tommy Torres, David Camacho, Antonio Flores, Anthony Gill, Joe Baza, Francisco Guerrero, Julian Damian, Willie Cefre, David San Nicolas, Greg Calvo (Team Captain), Frank Pereira (Manager), Joseph Guerrero, Frank Cruz, Roke Damian, James Hostick, Larry Ranches, Ike Guerrero, and Jesus Guerrero.

The almost completed bushing got a dusting by Dale Craig. After sawing off the mandril, it will be on its way to another SRF shop for polishing. (Photo by JOC Fred Larsen)

BMC (DV) Joseph J. Youngblood, chief diver at the SRF Diving Locker re-enlisted for 6 more years in August 1978. This is nothing new or extraordinary you say? Well, he took his oath on the bottom of Apra Harbor in SRF's first "shipping under" ceremony. Chief Youngblood donned the Navy's old style deep water diving suit, while Captain L.G. Mitchell donned the latest in Navy dive masks, the Mark I. Wearing sneakers, full uniform, and a weighted vest, Capt Mitchell descended to the harbor floor with BMC Youngblood. It was the Capt's first underwater re-enlistment, and his first dive as well.

Jaime (Jimmy) Leano, a supervisory mechanical engineer, received the Presidential Recognition Award in October 1978 for contributing to the improvement of government operations. It came from another man named Jimmy: President Jimmy Carter. Mr. Leano earned the award for the technical assistance he provided to the USS RANGER's (CVA 16) main condenser of number four engine. Spending nine days aboard the ship enroute to Subic Bay Philippines, Jimmy developed a procedure to remedy the situation, designed special tools, and manufactured some of the tools on board. The result was reduced repair time, two weeks vice several months, and a savings of

Junior Depakakebo and Dale Craig hard at work in the Foundry.

nearly $123,000. He was the first at SRF to receive this award. Way to go Jimmy!!!

Apprentice Newsflash! Year of Firsts! Robert Hostetler and son Roger are the only father and son apprentices at SRF. Robert is a Shop 72 Rigger apprentice, while Roger is a Shop 31 Machinist apprentice. They both entered the program at the same time and hope that they will be the first father and son team to graduate. A husband and wife team, Chuck and Patricia Thomas was also enrolled in the program, different class, but in the same shop/trade, Shop 31 Machinist. Another "first" in the apprentice program had the only brother and sister enrolled, and also in the same shop/trade, Shop 31 Machinist. Annie Borja was enrolled in her second year when her brother Daniel joined the program.

GMG2(DV) Gregg A. Richardson, an SRF Diver, was named 1978 Sailor of the Year, U.S. Naval Forces Marianas. Some of his achievements include SRF Sailor of the Quarter (2nd quarter) and a Good Conduct Award with medal.

Ship Repair Facility Guam, Detachment 116, a Naval reserve training unit from Houghton, Michigan, completed two weeks active duty training in 1979. The group, under the command of Lcdr Charles Kirkman, was a back-up and support group assigned to SRF in the event

SRF slogan in the 1970's designed by Isidro Derequito.

of mobilization. They were rather reluctant to return to the harsh Michigan winter after enjoying the tropical heat and sunshine of our island. Their stay was made even more enjoyable by the warm hospitality of the people of Guam and especially those from SRF.

Ltjg Gary Fitzpatrick , Code 212 Staff Civil Engineer, welcomed a new addition to his family when his son, Christopher Shawn was born on 29 January. Under the guise of paying a visit to admire the new baby, Captain Mitchell and the SRF officers gathered to hold a surprise promotion ceremony in the Fitzpatrick home.

SRF was proud of the hardy group of men and women who participated in the Lion's Club Walkathon on 17 February. With pledges to keep them going, they walked their way to nearly $1,400 for the Sight and Hearing Conservation on Guam.

Among those giving their feet to a workout for charity was Capt Mitchell, who kept his promise to walk the entire distance from Andersen Air Force Base main gate to Naval Station main gate, a distance of 22 miles. Others who completed the course were the men of the Dive Locker; BMC/DV Joseph Youngblood, HT1/DV Jimmy Johnson, IC2/DV Robert Cleveland, OS1/DV Larry Wickiine, and HM2/DV Randy Grinsell. Jeep drivers HTC Ed O'Stemmer and EN3 Mario Cawile urged them on to completion by supplying them with cold liquid refreshments. Vicky Taitano, Code 185, was the only SRF female to complete the journey. Elsie Aguilar, Code 633, walked over half the 22 mile distance. Tony Cruz, Code 640, learned that new shoes can cause a bit of a problem after 13 miles. He tried walking barefoot but dropped out after 14 miles. Out of 1,300 walkers, the Dive Locker crew came in 132 to 136 at the finish. This small, but determined group of soles--pardon me, souls--worked hard to earn their pledges.

Mel Shuttleworth, Shipyard Production Superintendent of the Services Group, had difficulty saying goodbye to friends he had worked with for 12 years. He left SRF in February to his new duties as Maintenance Superintendent of the Public Works Department at Naval Air Station, Key West Florida.

"SRF HAS NEW CO" was the headline in the Fleet Supporter. On 31 August 1979, Commander Thomas J. Kile became the 20th Naval Officer to head SRF. Captain Leland G. Mitchell, outgoing CO moved on to COMNAVLOGPAC in Hawaii.

Work was underway to totally rehab the AFDM-6. The work, involving the efforts of the 140 member crew which includes 19 women, along with a force of 220 SRF employees, was making great progress. The work included a new sick bay, new mess decks, expansion of berthing facilities, a store, as well as work on all tanks and dewatering equipment.

Isidro Derequito was presented with a momento from Capt Mitchell in appreciation for his many contributions as SRF's signpainter. He had built a reputation as an artist, woodcarver, signpainter extraordinaire, glasscutter, etc., a man with many talents. From a simple slogan, came his rendition of our macho gecko with his safety shoes, toois, and hardhat.

Sailor of the Year 1979 went to EM2 Armando G. Dugay. Assigned to the AFDM-8, he was chosen for his professional appearance, leadership, initiative, contribution to mission accomplishment, and exception military bearing.

On Sunday, 13 January 1980, the undocking of USS PAUL F. FOSTER (DD-964) from the AFDM-8 marked the successful completion of an important milestone in our continuing efforts to "Support the Fleet". USS FOSTER will be long remembered as a ship that presented an opportunity to meet, and beat, a real challenge. For the first time outside the continental United States, a Spruance class destroyer underwent repairs to replace a sonar dome rubber window. It was also the first time a ship of this class had ever been docked in a Medium Auxiliary Floating Drydock. From its initial planning stages in December, to the moment FOSTER undocked, this pioneer undertaking encompassed almost all of the trades available at SRF. It was indeed a

team effort; from the desks of the supply clerks tasked with arranging for the huge new rubber window to be flown in, and rounding up the needed special tools and parts, to the drawing boards of the design engineers, to the crew of the AFDM-8, Repair Dept, welders, shipwrights, shipfitters, riggers, toolmakers, crane operators, painters, and sandblasters, just to name a few. For many, the hours were long, requiring seven-day work weeks and 12-hour shifts. Holiday plans with family and friends were put aside to complete the complex processes of this immense task.

Camacho was tops in class! Galo Camacho, an electronics mechanic in his third year apprentice in Shop 67, got one of the highest grades ever recorded in a four-week course in Electronic Countermeasures given at the Naval Technical Training Center in Pensacola, Florida. The course, which involves highly sophisticated classified equipment, required intense concentration and study to master.

Galo Camacho, third year apprentice, Shop 67, scored tops in his class in Pensacola, FLA.

Vicente A. Baza, maintenance electrician from the Central Tool Room, received a citation signed by RADM R. R. Fountain, COMNAVMARIANAS, in recognition of his heroic actions on behalf of the people of Merizo. On 03 September 1979, Baza was at his ranch in Merizo when he realized chlorine gas was escaping from the nearby Geus Reservoir Pump Station. Fully aware of the personal danger involved, he ran from house to house to alert people to the danger, and make them evacuate the area. He continued to warn them until he was overcome by the toxic gases and collapsed. His courageous and prompt actions were responsible for evacuation of the area without loss of life even though Baza was hospitalized for prolonged exposure. In addition to the citation presented, Baza also received a Letter of Recognition from the 15th Guam Legislature, and the C. C. Butler Award.

15 April 1980, was the Tuesday the Medium Floating Drydock COMPETENT (AFDM-6) was pulled from SRF's Lima Pier to begin the long tow to Pearl Harbor, Hawaii. It marked the final successful milestone in an extensive overhaul and modernization project that made AFDM-6 a vital part of SRF for the past two years. The successful completion of the two year project that turned the shabby AFDM-6 to the COMPETENT was a group effort that reflected pride in the capabilities of the entire personnel of SRF Guam.

The Honolulu-based Salvage Craft Tender,

Marine Equipment Mechanic Group during their awards presentation. L-R: Raymond Sayama, Edward Mendiola, Juanito Jacob, David Afaisen, John Beckmeyer (Superintendent), Andres Viernes (Foreman), Al Parks (General Foreman), Steve Rising (Foreman), and Dave Kalama (Reefer Foreman).

YRST-1, arrived at SRF 14 May for overhaul and general refitting scheduled to be completed in December 1980. Overhaul of the diving air system, electrical and communications systems, and renovation of the living quarters and galley was scheduled.

On 17 May, SRF opened it gates to the public to honor Armed Forces Day plus the signing of the Agat-SRF Sister City declaration. Despite the wind and rain, compliments of Typhoon Ellen, the open house was attended by some 3,000 visitors. Shop walk-thru tours, Tug-Boat rides, rides on the SRF people carriers (similar to the airport luggage carriers) which took those wanting a ride around the compound, were some of the events that occurred. Softball and volleyball tournaments were played.

CHANGE OF COMMAND! Adios Commander Thomas J. Kile who moved on to serve on the Staff at Engineering Duty Officer School in Vallejo, California. Hafa Adai Commander Richard E. Kell, who came from Naval Surface Force Atlantic Readiness Support Group, Norfolk, Virginia where her served as Maintenance Officer. Cdr Kell became the 21st Naval Officer to head SRF.

Commander Thomas J. Kile, CO SRF, 31 Aug 79 to 11 Jul 80.

Commander Richard E. Kell, 21st officer to head SRF.

Rocky's A's, a team composed of SRF employees, won the Championship of the 1980 PWC-MWA Softball League. The A's rode a 15-0 record through the season and set a precedent with the first undefeated season in the history of the DOD League. This was the third DOD League season, and the third time that SRF has won the championship. Team members were: Joe Pereira (Manager), Joe Palomo, Bull Castro, Leonard Salas, Roke Torres, Charlie Gray, Frank Torres, Tony Baleto, Alan Pisaro, Tony Arriola, Vic Leon Guerrero, Carlos Concepcion, Joe Pangelinan, Brian Branzenne, Felix Chaco, Gil Gaxiola, and Ron Warfield.

SRF personnel and their guests dined and danced the night away at the First Annual CWRA Thanksgiving Dinner Dance held at Top 'O the Mar. A bountiful buffet, entertainment by the Pacific Islands Cultural Group and music by the Downbeats combined all the ingredients for a festive pre-holiday party to remember.

Machinery Group Civilian Awards (Marine Equipment Mechanics from Shop 38) Top photo L-R: Shop Foreman Bert DeSilva, Mr. DeGuzman, General Foreman Mr. Parks and Mariano Ronquillo. Bottom photo L-R: Moises Mateo, Joseph Dydasco, George Equilana, General Foreman Mr. Parks, Joe Finch and Eddie Gagarin.

USS PAUL F. FOSTER (DD-964) in Drydock on the AFDM-8 to replace a sonar dome window.

CHAPTER 5

HOMEPORTING
1981 - 1990

Aerial view of SRF in the 1980's. The upper right hand corner of the photo shows the Glass Breakwater, the upper left hand corner shows the Orote Point Airstrip, and to the right (center) shows the AFDM-8 with a loading crane beside it.

CHAPTER 5

HOMEPORTING

1981 - 1990

SRF has facilities and capabilities that are not duplicated elsewhere on Guam. These include: Foundry, Radiac Lab, Guam Acoustic Range Facility, Dive Locker, Motor Rewind Shop (Guam's largest), Environmentally controlled sandblast and paint building, and a Module Repair Facility with specialized features to test, clean and overhaul electronic components. The wharves at SRF have sufficient water depth to accommodate and support all but the largest fleet units, and SRF's two floating cranes, the YD-120 and YD-226 with lifting capabilities of 125 and 100 tons, are the largest of their type on Guam.

As one of the largest employers on Guam, SRF employed a workforce of over 1,000 civilian employees proficient in all aspects of ship repair. An apprenticeship program trained and developed skilled craftsmen within a four year time frame. Today over 400 journeymen and women have graduated from this program. Many of these now hold responsible positions at the repair facility, other Naval activities on Guam, and throughout other naval bases in the world.

SRF started 1981 with another one-of-a-kind challenge as we were tasked to change the sonar dome on an SSN (Submarine). This was a unique dome and the job had never been done before. The mo t optimistic schedule predicted it would take at least 30 days, but we did it in 16 days. This accomplishment was recognized by Commander Submarine Force Pacific as a "Thorough and professional task that returned an operating unit on time to meet a scheduled assignment."

Four years ago, on 11 March 1977, today's graduating class made a commitment to themselves and to SRF Guam. They accepted the challenge of four years of training and in return, emerged as journeymen and women, with the best training SRF could offer, comparable to that of any ship repair facility anywhere. These graduates have successfully completed a training curriculum designed to teach them every aspect of their chosen profession by on-the-job training and classes in job theory conducted by SRF instructors. The graduates are: Richard Aguigui, Marine Equipment Mechanic; Annie Borja, Machinist, Galo Camacho, Electronics

In August 1981, a significant event occurred when the USS SAN JOSE (AFS-7) arrived on Guam, its new homeport. USS SAN JOSE (pictured above), was the first homeported fleet support ship.

Mechanic; Rene Cortez, Machinist; Joseph Datuin, Welder; Herme Dela Cruz, Electronics Mechanic; Johnny Duenas, Shipfitter; David Flores, Electronics Mechanic; Walter Gatan, Shipfitter; Andrew Quintanilla, Marine Equipment Mechanic; Victor Leon Guerrero, Machinist; Rene Lucero, Shipfitter; Pedro Lujan, Rigger; Paul McDonald, Painter; Ricardo Sablan, Welder; Cerineo Sumbang, Shipfitter.

This year SRF completed 19 Restricted Availabilities on Seventh Fleet units and most important, they were all completed on time. The messages received from these ships after the availabilities expressed their appreciation for excellent work and praised the professional workers here at SRF, Guam.

During 1981 SRF completed overhauls of the HMTS PINKLAO from Thailand on time and within cost to their government.

Another completed overhaul on major alterations and work was accomplished on the USS PROTEUS (AS-19), a submarine tender, prior to its deployment to the Indian Ocean. The Commanding Officer of the PROTEUS was very thankful for the work SRF accomplished because they couldn't have made it without their efforts.

This year also saw the arrival of the YFD-71 to Guam to commence a two-and-a-half year activation and overhaul. SRF also had a gross business level of 33 million dollars, accomplished over 120,000 mandays of work and employment level increased from 670 to 850 personnel.

A Thanksgiving Eve to remember: SRF employees and their guests turned out for an evening of fun and relaxation at the Top-O-The-Mar for the SRF Thanksgiving Dinner Dance sponsored by the Civilian Welfare and Recreation Association (CWRA) on 25 November 1981. Winners of various gifts were awarded as follows: Jesus Balajadia of Code 930 was the luckiest winner of the night having the winning ticket for a round trip ticket for two to Saipan. Second place winner went to Tom Flores of Code 955 winning a dinner certificate for two at Chuck's Steakhouse. William Roy Chargualaf of P&E won a dinner certificate for two at Chuck's Cellar. Turkeys were won by Joyce Kell, wife of the Commanding Officer of SRF, Commander R.E. Kell, Frank Taijeron of Code 970, and Mae Blas of Code 500. Two cases of soda each went to Joe Perez of Code 910, Ricardo Tuncap of Shop 17, Joyce Ormberg of Code 970, Roger Hostetler of Shop 31 and Lieutenant Joe Dattoli of Code 700. Everyone there had lots of fun and enjoyed themselves.

Welcome back Shop 72 Rigger Joe Fausto. He said he is glad to be back punching the time-clock after an industrial accident in May 1979 that almost cost him his leg. During his recuperation at Tripler Army Medical Center in Hawaii, he assisted the occupational therapy staff by teaching his fellow patients ceramics, leather-working and macrame. His enthusiastic efforts in helping others become involved in their own treatments and rehabilitation earned a Letter of Appreciation from the Chief of Occupational Therapy.

Rigger Joe would like to thank all of SRF who in one way or another helped and supported him during his long recovery. He would like to especially thank the Commanding Officer of SRF, CWRA,

Mr. Joseph "Rigger Joe" Fausto of the Rigging Shop, 72.

One form of transportation around SRF's compound is what we call a "dock mule". This vehicle transports workers from their shops to the drydock or ships and back. As shown above, it is capable of carrying a few people enabling the workers to get to their job sites. Pictured above were people touring the SRF compound during one of SRF's Open House. The driver was a volunteer from the Navy.

Safety Manager Vicky Taitano, Services Group Superintendent Raymundo Cruz and the men of Services Group Code 970.

During calendar year 1982, SRF accomplished 38 major availabilities, completing a total of 1,979 job orders with 50,043 mandays expended. These availabilities include Guam homeported fleet ships, in addition to the USS BROOKE (FFG-1), USS ROARK (FF-1053), USS MORTON (DD-948), USS CONSERVER (ARS-39), and the USS SAN BERNADINO (LST-1189).

SRF and its Sister Village of Agat were presented with its first joint COMNAVMAR Command/Sister City Award for calendar year 1982, a reward well-deserved as a result of SRF's vigorous volunteer efforts to the community.

If there is a single area in which SRF can claim to have achieved prominence, it is in the FFG-7 class support and SRF's fine efforts in planning and executing standards for others to strive for. The GEORGE PHILLIPS, JOHN A. MOORE, WADSWORTH and PULLER were all

outstanding successes achieved when similar availabilities at other activities were not going well at all.

During the year 1982 facility projects which improved SRF's appearance in addition to completing required maintenance occurred. Included in the improvement appearance are the Paint Tool Crib in Building 22, repaving of SRF's back gate road, and the Seabees' completed repairs to Shop-06 Operations Building 2070.

Also during this time frame, the Dive Locker conducted 18 recompression

Mr. Tony Flores, Shop 67 (center) and Mr. Tony Babauta, Mayor of Agat Village (right) look with curiosity at a coconut crab (ayuyu) caged in a shopping cart on display at a fair held at Naval Station, Guam.

Miss Annie Borja, Marine Machinist in Shop 31, was the first female to graduate from the Naval Apprenticeship Program in March 1981. Prior to entering the program, she was employed at SRF as a secretary for Services Group. She opened the doors for other females to enter into the program.

treatments, with (2) of the cases from the island of Truk, as a humanitarian service to the community resulting from dive-related illnesses and accidents. This service is still the Dive Locker's and SRF's good neighbor policy.

This command has had many distinguished visitors and undergone numerous inspections during the past three years. The most significant of these was probably the Navy Inspector General Safety Inspection (NOSHIPS). SRF Guam is the first overseas industrial activity to achieve a satisfactory finding in a NOSHIPS inspection, a result of a lot of work by a lot of people.

Ten year push in the Supply specialty pays off: Bobbi Crisostomo Duenas got her foot

COMMANDER
NAVAL FORCES MARIANAS

TAKES PLEASURE IN COMMENDING

U. S. Naval Ship Repair Facility, Guam
and
The Village of Agat

FOR PERFORMANCE AS SET FORTH IN THE FOLLOWING

CITATION:

"For exceptional achievement in the development and implementation of a Command/Sister Village Program. Exemplifying the intent of the program 'To foster and develop a program of mutual sharing and understanding between the people of Guam and the Navy, Marine Corps and Coast Guard personnel and their dependents stationed on Guam,' you have set a standard to be followed by all commands and villages. Your efforts resulted not only in improved relations, but have enabled you to accomplish many things in which you can take mutual pride. Included in these are the beautification of both the village and the Ship Repair Facility, as well as the building of the winning float for the 1982 Liberation Day Parade. Involvement in these and your many other activities has covered the spectrum from Senior Citizens to Youth and has enabled a sharing of cultures and the development of friendships that has greatly enriched the lives of all who participated. Your efforts have won for you the Commander Naval Forces Marianas Command/ Sister Village Program Award for 1982 (Large Command) and are indicative of the spirit, dedication and interest of the people of both the command and village. Your example of oneness and cooperation brings credit to both the island of Guam and the United States Navy."

B. DeMARS
Rear Admiral, U. S. Navy

A source of "High Tech" capability occurred when Automated Data Processing (ADP) Office was formed with a staff consisting of a Senior Programmer Analyst and two Computer Assistants. Sitting L-R: Lloyd Robinson, Therese Perez, Lulu Torres. Standing L-R: Chris Atendido, Ron Puertollano, Ron Caasi.

into the Federal employment door in April 1973 as a GS-2 Keypunch operator at NSD. After a month she transferred to the Supply area as a Secretary GS-2. She was promoted to GS-3 Supply Clerk less than a year later in February 1974. In 1977 Bobbi came to SRF's Supply/Comptroller Department as a Supply Clerk GS-5. Exactly three years later she progressed to Supply Technician GS-7. Her most recent promotion in 1983 was to Supervisory Inventory Management Specialist GS-9.

The departure of STEADFAST (AFDM-14) on 16 May 1984 marked the end of a unique and challenging project for SRF Guam. It was the end of a 31 month overhaul and modernization that rang up a total of over 129,000 mandays of work involving most of the shops here at SRF. STEADFAST was towed to Guam, arriving here in September 1981. It had no real name and was just called YFD-71. It was in need of massive structural repairs. It was also scheduled for modification so it could accommodate DD-963/993/CG-47 and FFG-7 class ships. Despite further additional work that was authorized in January 1984, SRF still completed the overhaul and modernization "on time and under cost." The successful completion of

Photo above is Bobbi C. Duenas, Supply Department.

Seabees are paving SRF's General Parking area. They also repaved the back gate road which leads into the parking lot.

STEADFAST was recognized by CINCPACFLT in Pearl Harbor, Hawaii and COMNAVSURFPAC in San Diego, California.

Welcome aboard Mr. Frank Roberto, SRF Safety and Occupational Health Manager, Code 185, who just came from Pearl Harbor Naval Shipyard, Hawaii. Frank smiles and preaches, "Safety first, last, and always." He is the man you see running on base in a silver sweatsuit during lunch. Frank is a native of Merizo, Guam. His hobbies include playing basketball, jogging and fishing.

Farewell (for now) to Romero San Agustin, Budget/Accounting Officer, Code 610 who is leaving SRF Guam for three years. He has been employed at SRF since March 1962. Starting out as a GS-1, he worked his way up the ladder to become the GS-12 "man with the answers", always calm, and smiling. He can unravel any problem with his common sense approach and vast know-how. He is off to

Photo above shows Rear Admiral B. Demars, Commander Naval Forces Marianas presenting the COMNAVMAR Command/Sister Village Program Award for 1982 to the Commanding Officer of SRF and the people of Agat. L-R: RADM DeMars; Joseph Reyes, Asst Commissioner of Agat, Cdr Walt A. Ericson, CO SRF, female senior citizen, male senior citizen, and Antonio Babauta, Commissioner of Agat.

Photo below shows Lt Joe Dattoli, Code 700 (left) and Lieutenant Governor Eddie Reyes (center) receiving refreshments from sailors of Code 700. To the far right is Joseph Reyes, Asst Comm of Agat. He is celebrating with a toast to the people of attending the award ceremony. Notice the Latte Stone to his right.

Photo above shows an SRF Diver conducting recompression chamber treatment.

In 1983, another ship was homeported on Guam. The USS NIAGARA FALLS (AFS-3) arrived and significantly stabilized the workload of SRF.

On 03 June 1983, Commander Eloy Bermudes, Executive Officer at SRF Guam, was frocked to his current rank. A fiesta style reception was held after the ceremony to honor this occasion at Pierce Park.

Photo at left shows L-R: Mr. Antonio Babauta, Mayor of Agat; Commander Bermudes, and the Honorable Ricardo J. Bordallo, Governor of Guam.

Photo below left shows Commander Bermudes addressing the audience. To his left is Commander Walter A. Ericson, Commanding Officer, SRF Guam.

Photo below right shows Governor Bordallo putting on Commander Bermudes' current rank.

1984 marked the year that another ship is homeported at SRF Guam. This fleet supply ship is the USS WHITE PLAINS (AFS-4).

Yokosuka, Japan where he will be the Budgeting/Accounting Officer there. We hope to see him when he gets back, meanwhile we'll miss him during his absence.

Device eases valve tests: Shop 31 machinists make repairs on all kind of valves; from tiny to too-heavy-to-lift. This includes the valves on big canisters that hold gases under pressure. A change in requirements for testing these valves went into effect this year. Normally, this kind of change, which added testing requirements, would have caused more manhours and money to put into effect. The increased cost of testing would just have added to the cost of doing business.

Machinist Foreman George Wusstig could not see letting the change go at that. Instead, he designed a system that would accommodate the additional testing required but with less manhours. He

Photo above was taken after the Change of Command ceremony where Commander Michael J. McGaraghan (4th from right) relieved Commander Walter A. Ericson (3rd from right) as CO SRF on 06 July 1984. The Honorable Eddie Reyes, Lieutenant Governor of Guam (7th from right) was in attendance.

A fiesta style reception was held for this occasion. Bottom left photo shows Cdr and Mrs McGaraghan filling their plates with fiesta food prepared by SRF CWRA staff and volunteers. They are cutting some skin, which is crispy and spicy, from the roast pork on the table.

Bottom right photo shows Cdr and Mrs Ericson at front of serving table line debating on which food to put on their plates, since everything looked good to eat.

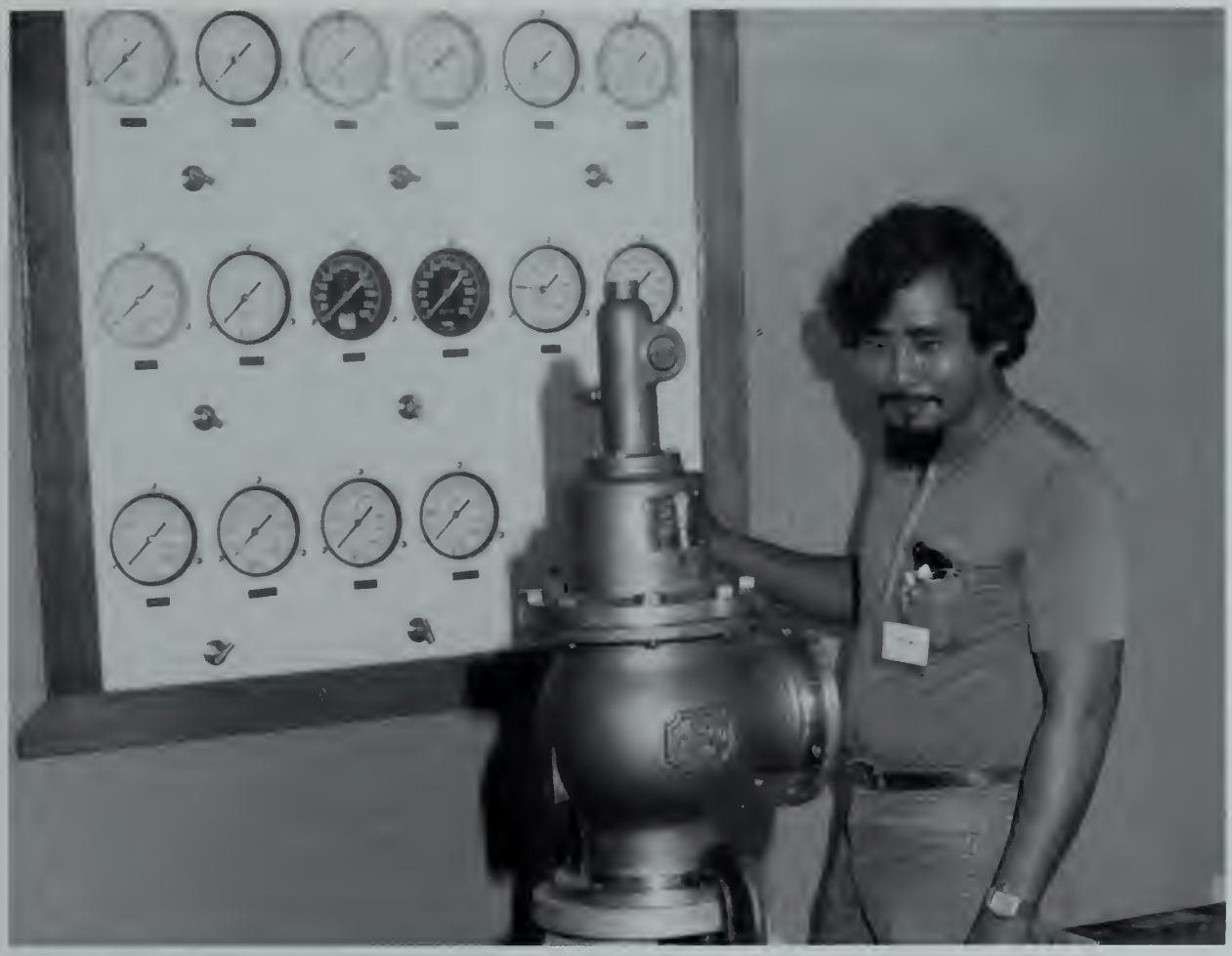


Photo above shows Machinist Victor (Munch) Mendiola preparing a valve for hydro-testing following the new requirements which just went into effect.

material needed and supervised the manufacture and installation of the system in his shop. Located in the Pump and Valve Section, the completed test stations are attractive, simple to use, and fulfill all the requirements for hydro-testing (pressure testing using water).

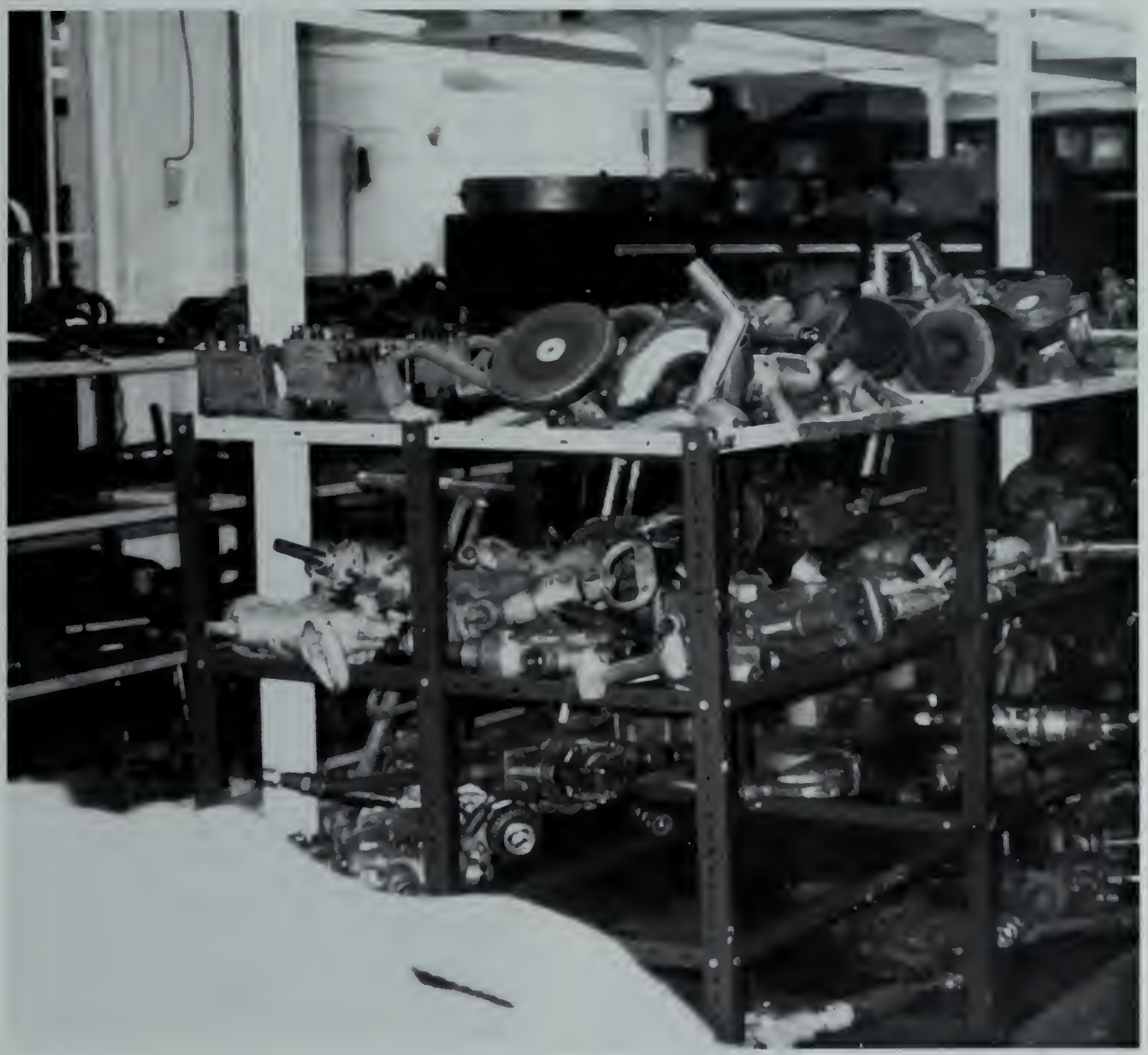
Frederick R. Castro, SRF's Handicapped Employee of the Year was the first person hired by the command under the Handicapped Program. He went into the Structural Group as a temporary Sheetmetal Mechanic Helper WG-5. As a helper, Castro's job was to help journeymen mechanics by doing such things as getting and passing tools, holding parts being assembled, and cleaning up the work area. An outstanding performance earned Castro a promotion to Sheetmetal Worker WG-8 last September. Castro is not able to speak, but he learned as much as he could about the Sheetmetal trade as he helped his co-workers.

Pictured above is Frederick R. Castro, SRF's Handicapped Employee of the Year. He is a Sheetmetal Worker from Shop 17, Structural Group.

Toolmaker Key S. Wong has invented a special tool that resurfaces manhole seats in boilers. With the combination of producing higher quality work with less difficulty and more speed, the device qualified for a patent in the opinion of Wong and the Production Officer. Accordingly, a patent rights questionnaire was forwarded to the Office of Naval Research to determine whether a patent was appropriate and whether it should be issued to Wong or to the government.

The invention is described as a tool for resurfacing the boiler manhole seat. It is portable and will break down so that it can be taken onboard ship and inside boilers. It is air driven and has an adjustable centering device as well as replaceable abrasive pads.

This device was designed in response to a special need for resurfacing two boiler manhole seats in the USS PROTEUS earlier this year. After conferring with foremen



Shown above are some of the pneumatic tools located in the Central Toolroom at SRF; i.e. pneumatic sanders, grinders, wire-wheels, and drill motors. To the left are the hydraulic jacks.

from Pearl Harbor Naval Shipyard in Hawaii on the work and tools involved in this type of work, Wong returned to work the next day and started to manufacture parts, making changes as he went. Wong points out that the tool he built was not absolutely necessary to get the work done. "It would have been just as feasible grinding it by hand. But this would not guarantee the same flatness and trueness in the finished job, " stated Wong.

Top left photo is SRF's Central Tool Room (CTR), Shop 06. The others are located in Shops 31 and 71.

Bottom left photo shows CTR attendant Tony General (right) attending to the needs of two customers, Mr. Alag, Shop 41 and Richard Ramirez, Shop 31 checking out tools for their jobs.

Central Toolroom gets automated tool control system. Central Toolroom workers are unanimous in their comments on the new automated tool control system. "Less hassle and paperwork with faster and easier use" were comments they made in response to questions about the new computerized setup two weeks after it went into effect.

17 June was the first full operating day for the automated tool control system at the Central Toolroom, Shop 06. Shops 31 and 71 were still on the old manual system, but shop 31 was expected to be ready to automate before the end of July. One thing toolroom workers appreciate is the tool locator service. If an item is not available at one particular toolroom, the operator can quickly find out what other toolroom it is located in, and/or which employee charged it out last.

A benefit for management is control of tool losses. The system limits the number of tools an employee can check out. This could lead to an overall reduction in tool inventory. A listing of all employees who have delinquent tools is automatically

provided to shop and ship managers. Employees can request a quick listing of the tools charged out to them, with notes on when they are due to be returned. The Wang 2200 MVP mini-computer used for the tool control system can operate up to 30 toolrooms at the same time. This will easily handle all of SRF's current or future tool control workload according to current projections.

Photo above is Bldg 2059, the SRF Apprentice Training Center. Here apprentices take academic courses as well as Trade Theory during normal working hours.

SRF Apprentice Group 25 graduated on 19 July 1985, with an Associate of Science (AS) Degree, after four years of training in their trade skill. The ceremony was held at the Naval Station Chapel and refreshments were served afterwards. Commander M.J. McGaraghan, Commanding Officer of SRF presented the graduates with their hard earned Certificates of Completion under the Department of the Navy Apprenticeship Program and under the Department of Labor. The graduates are:

Marine Machinists: Francis Bersamin, Anthony Bonnarigo III, Thomas L.G. Flores, Andrew Nededog and Peter (Airborne) Tenorio.

Marine Equipment Mechanics: Nick G. Langas, John Leon Guerrero, Michael Nace, Peter Raphael, Daniel C. San Agustin and Anthony Santos.

Boilermakers/Laggers: Jesse Diaz, Samuel Drillon and Kenneth Mesa.

Electricians: Alexander Aflague, Eloy Babauta, Gil Barcinas, Francisco Belmes, Lisa Santos and Lester Worthen.

Graduates from the Federated States of Micronesia (FSM) are Robinson Anson, David Gilmaten and Inocensio Wichep.

Woodcrafters: Mark Ada and Anthony Anderson.

Shipwright: Manuel Calvo.

Cdr McGaraghan presents Joe Pangelinan, Shop 56 General Foreman, with his "Outstanding Performance Award".

The familiar name CIRO (Consolidated Industrial Relations Office) has changed, along with some interior changes in the activity. The new designation will be CCPO which stands for Consolidated Civilian Personnel Office. The Human Resources Development Division has been renamed Training Division and is moving to the old bachelor civilian housing building in Apra Heights. The new mailing address will be: Consolidated Civilian Personnel Office, U.S. Naval Station, Box 183, FPO San Francisco, Ca 96630-2901.

Ships overhauled during this time frame and were completed in July of 1985 were: USS PROTEUS (AS-19), USS NIAGARA FALLS (AFS-3), and the Fuel Barge (YON-289).

Photo above is an aerial view of SRF Guam. Shown bottom left is the USS NIAGARA FALLS (AFS-3); the floating drydock, AFDM-14, is at the right side of the photo with two Destroyers moored in front; AFDM-5 is at the top of the photo; Glass Breakwater can be seen near the horizon.

The Supply Department's capability continued to grow and improve when a Customer Service Section was established to expedite movement of materials and provide a single point of contact for production shop planners. Those who worked directly with this area have come to appreciate this in-house service.

The Department of Defense defines sexual harassment as "sexual advances, requests for sexual favors and other verbal or physical contact of a sexual nature." Sexual harassment is unacceptable conduct and will not be condoned or tolerated, Secretary of Defense Casper W. Weinberger stated in a memorandum to military and civilian officials of the Department of Defense. The first presentation of the Department of the Navy Training Program, "Prevention of Sexual Harassment, Non-Supervisory Course," was held at 1140 hours on Wednesday, 28 August 1985 at the Orote Point Theater on Naval Station.

Illustrator Draftsman Second Class Reynaldo Canilao assigned to SRF Code 400 has a special talent that has been recognized twice nationally. His second design made the cover of this month's Link magazine, the Navy's enlisted career information publication circulated to all ships and stations around the world. "I just felt like submitting it. I was surprised they chose it for the cover," PO2 Canilao commented. "This was only my second submission in seven years and the other one made the front cover also." He and his wife Fanny and daughters Regina and Rosemary reside in the New Apra Navy housing area.

SRF Navy Employer of the Year for employing the handicapped: SRF's Commanding Officer, Commander M.J.

Employees of the newly established Customer Service Section. L-R: Alice Conception Bobbi Duenas (Supervisor), Van Salas, and Patti Santos. Not pictured is Ed Pajarillo

SRF Supply Warehouse, Building 20.

McGaraghan received the Navy Employer of the Year award when the Government of Guam asked island Navy activities to join in commemoration of Employ the Handicapped Week.

Supervisors who received awards for their contributions to hiring and placement of handicapped persons and disabled veterans were: James C. Patterson, Supply Department; Jesus (Vino) Artero, Structural Group; Vicente (Ben) Perez, Electrical/Electronics Group; and Raymundo Cruz, Services Group. These managers made it possible for the command to exceed its target in recruitment in fiscal year 1985.

With reasonable accommodations provided by the command and other employees, SRF employed 38 handicapped personnel and placed them in positions they can handle. Handicapped employees who received awards for their outstanding efforts and contributions were: Francisco Santos, Supply Division; Frederick Castro, Structural Group; Emily S. Borja, Electrical/Electronics Group; Kenneth Anderson, Electrical/Electronics Group; and Leonard M. Gervacio, Services Group.

At left is Commander Michael J. McGaraghan, Commanding Officer, SRF Guam. Carl Gutierrez, Speaker of the Guam Legislature is at right, along with military dignitaries, partaking in the fiesta style luncheon.

Navy Tightens Security: The Walker spy case caused the Department of the Navy to begin a wide range of new security measures to upgrade and enhance the Navy's security position. One of the most significant of these measures involved administrative withdrawal and reduction in security clearances. This was in response to the Secretary of the Navy directing an immediate ten percent reduction in the number of personnel security clearances, as well as downgrading a percentage of other clearances. The obvious intent of this effort to limit the number of people with clearances to those whose access to classified information or material is necessary to perform assigned official duties, and keep their clearances to only the level identified as "need to know." To this end, SRF Guam moved to take the following actions: Administratively withdraw 100 security clearances, and reduce from 550 Secret to Confidential clearances.

Mae Blas, a supply technician, ensures that the merchandise on the shelves are marked/tagged properly for easy accessability in the Shop Store.

Angie Saturnio, a Non-Destructive Testing employee, analyzes an equipment after conducting MT/PT type testing.

Pictured above are two of SRF's portal cranes with the floating yard crane, YD-120, in between.

Chief Boiler Technician John L. Rask is the self-help kingpin at SRF Guam. He applied imagination, resourcefulness and persistence to the problems he shared with his fellow ship superintendents and to matters affecting morale. His largest, most impressive accomplishments in this field were the four self-contained offices he produced for the use of personnel overseeing work done on ships. Two were originally small field offices, but needed renovation. One was built from scratch. The fourth was converted from a trailer van obtained from the property disposal office. The possibility of these offices made it possible to keep them near the ship undergoing repair, no matter where it was moored.

The new swing and other recreational equipment at RCB Beach was designed by Chief Rask and built from surplus and salvaged materials. He also coordinated a major building effort at the beach consisting of showers, bar-b-que grill and a bar next to the pavilion.

Foreign military sales repairs add to SRF's economic base: A growing part of SRF's business in recent years has been the repair of items form the ships and naval facilities of other countries all over the world. This opportunity arose because allies of the United States buy and use U.S. electronic equipment and such items as pumps and motors, but do not have facilities and spare parts for repairing these specialized items. Supervisory Production Shop Planner (Electrical/Electronic Shops) John Hogan is SRF's main contact for arranging these repairs. Hogan commented that SRF Guam, has received U.S. electronic equipment for repair from Saudi Arabia, Germany, the Netherlands, Korea, Australia, and Italy. He also noted that Saudi Arabia is our biggest customer at the

present time doing 40 percent of the Foreign Military Sales repair work for shipboard equipment.

"The work is no longer limited to just modules," he said. "We have repaired pumps, electrical motors and antenna drive assemblies, as well as electronics." Hogan added that these are repair jobs that stateside shipyards prefer not to do.

Annie C. Santos is a Fabric Worker WG-9 at SRF's Sail-Loft, Shop-74 of the Services Group Code 970. She sews canvas and other materials for covers to protect tables, and machinery equipment as well as for overhead protection from the sun or rain. She is a graduate of the Navy Apprentice Program at Mare Island Naval Shipyard in California.

Annie C. Santos at work in the Sail Loft.

Salutes to Action: Industrial Specialist Fred Wissing received recognition for his work in two areas. One was for spending at least 200 hours of his own time in reviewing plans and engineering drawings due to microfilming. His experience enabled him to categorize them for filming not destruction. The award was issued to acknowledge Wissing's initiative and conscientious follow-through over the past 18 months. Another award recognized his filling two roles: as Type Desk Project Officer (C-215) and Assistant Repair Officer (C-330B). He was characterized as an unusually dedicated public servant who continually performs his duties in an extremely competent manner.

Mr. Fred Wissing (center), getting refreshments with Mr. Jesus (Vino) Artero (right).

EMC Ignacio (Ike) Limtiaco assigned to the Ship Superintendent's Office was given a reception party on his retirement from the U.S. Navy on September 1985.

SRF's Woman of the Year in 1985 is Gloria R. Mortera, SRF Budget and Accounting Officer. Her nomination was based on her continuing accomplishments and her attainment of a highly responsible position in the Federal Service.

Ms. Gloria R. Mortera, Comptroller Dept.

Some significant events which occurred in 1986 included Naval Station Security taking over gate guard and security patrols. These increased security measures were to combat terrorism and included vehicle parking at least 75 feet away from buildings.

During the month of August, 17 women particlpated in a one-week detail assignment to a shop of their choice in observance of the Navy's Federal Women's Week activities.

Mr. Vicente (Ben) Perez, Superintendent of Electrical/Electronics Group, Code 950, since retired from SRF, was awarded the Islandwide Federal Supervisor of the Year.

In October, SRF brought onboard 30 new apprentices for different trades which formed Apprentice Group/Class 29.

On 12 December 1986, Captain Benjamin E. Julian assumed command of the United States Ship Repair Facility, Guam, relieving Commander Michael J. McGaraghan. A change of command island style fiesta reception was held in honor of this occasion at Pierce Park in the SRF compound.

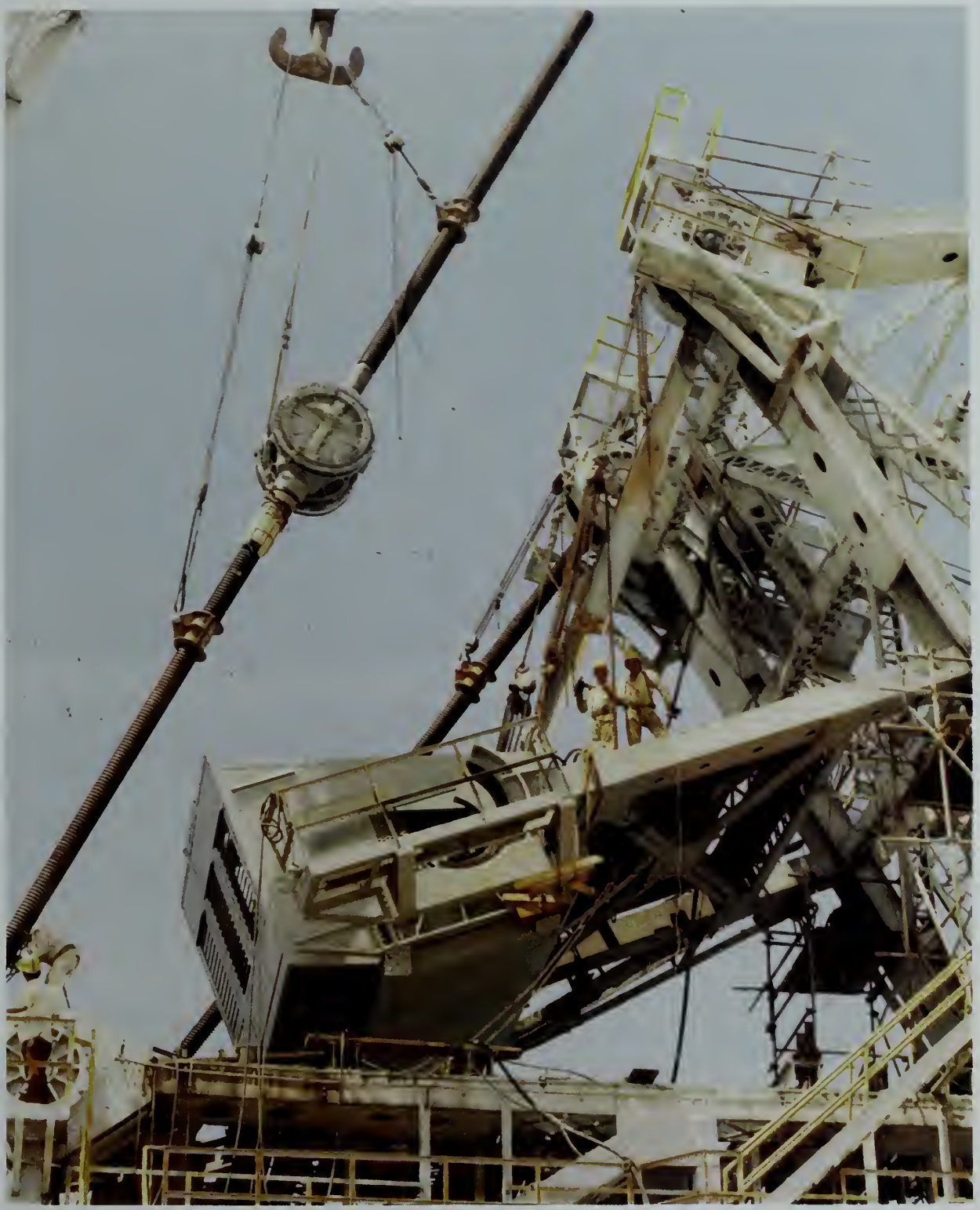
SRF's Security Gate with one type of security measure to combat terrorism.

Lieutenant Commander Jim Bonafede, Supply Officer / Comptroller, and his wife Cathy, look over pictures in an album that was presented to him by employees from the Supply/Comptroller Dept.

Lcdr Bonafede is shown displaying his cake in honor of his departure. The occasion was held at RCB Beach.

Close-up photo of his "We'll Miss You" cake. Lcdr Bonafede came on board in 1984. Everyone wished him "Fair Winds and Smooth Sailing". Adios Lcdr Bonafede!

Shop 72 Riggers work diligently together with Shop 38 Marine Equipment Mechanics on the delicate job of removing two luffing screws from the floating crane, YD-120. Close tolerances left very little room to work in or in which to maneuver the two huge screws. The goal was to get them out without damaging the threads.



The starboard luffing screw is completely off its foundation. The crane operator, as well as the Riggers involved, carefully remove it so that it could be repaired at the shop. One thing that helped, or at least made the job possible, was that someone had the foresight to manufacture each screw in two sections that could be removed separately.

At left is Mr. Vicente (Ben) Perez, Superintendent of Electrical/Electronics Group, Code 950.

Photo of the USS HALEAKALA (AE-25) now homeported on Guam.

During 1987, SRF established the Ad Hoc Committee for Cost Reduction in an effort to identify areas where the facility's production could be improved with added cost savings. Some of the areas identified were: car decals to be issued at SRF vice NAVSTA main gate, extend the expiration date on SRF ID cards to five years, have CCPO begin processing employees in at 7:00 vice 8:00 and ships in for repairs and SRF workers operate on the same schedule. Members of this committee were: Ken Davico, Machinery Group; Bill Payne, Program Manager; Ike Aguigui, Production Shop Planner; Gabriel (Gabe) Guillermo and John Borja, Facilities Office Code 400; Alfred Cabrera, Electronics General Foreman; Al Runyon, General Foreman; Bobbi Duenas, Supvy Supply; and Frank Quitugua, Training Coordinator.

Top left photo shows Captain and Mrs. Ben Julian trying to decide which of the delicious food to put on their plate. This fiesta style reception was held in honor of Captain Julian taking over the helm from Commander Michael J. McGaraghan as the Commanding Officer, SRF Guam.

Photo at left shows L-R: Al "Big Boy" Ishmael, Commander McGaraghan, and Fred Wissing enjoying food and refreshments during the Change of Command ceremony held at Pierce Park.

Mr. Joseph Garcia (left), Machinist Apprentice Training Leader explaining to students of George Washington High School, the functions of the Machine Shop equipment.

Mr. Rolando Eucogco (standing second from left), Shipfitter Apprentice Training Leader is giving a tour of the Shipfitter's Shop to students from an Elementary School, and has a Shipfitter demonstrate one of the equipments used to accomplish their mission.

SRF wholeheartedly supports community involvement. In a joint effort with our sister city, Agat, 57 boxes of donated canned goods, clothing, toys, and household items were sent to typhoon victims in the Philippines.

Yard Tug Boat (YTB-796) during its PMA period. At front of ship is an employee ensuring the rubber bumpers are installed properly.

Among the gamet of production efforts in 1987, two unique accomplishments included the repairing of a writing device belonging to a quadriplegic student from the island of Truk. He is Mr. Jojo Peter and is attending the University of Guam. SRF Machinists Eva Marie Tydingco and Maurice Ibanez repaired the device. This repair had never been done on Guam so SRF was asked to do the job and they accepted the work fully aware that it was a difficult task to accomplish. But with patience, tactfulness and expertise, these two machinists not only repaired the device but showed SRF's practice of the good neighbor policy. Job well done by these two professional individuals.

The other unique accomplishment was the usage of its crane and rigging services to off-load the Atlantis V mini-submarine from a cargo ship located at the Port Authority of Guam. This submarine was to be used for tourists and the local community alike to explore and tour the underwater world of Apra Harbor for a small fee.

The Pierside Pundit is on the roll again. The position of Public Affairs Specialist has been filled by Ms Carol G. Terlaje. The support and cooperation of SRF personnel in making the Pierside Pundit a success is greatly appreciated.

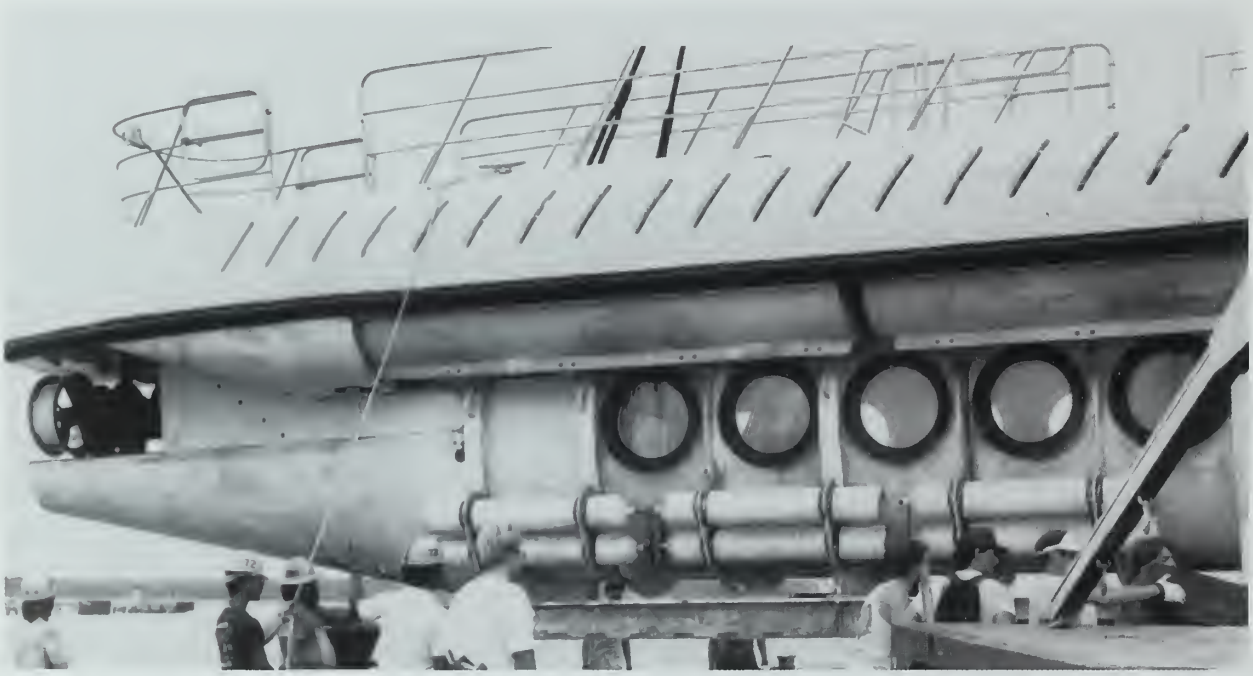
Ms Eva Marie Tydingco, a Machinist in Shop 31, is shown performing her duties on the lathe machine.

Lcdr Silvestre receives an appreciation plaque prior to his departure from SRF. L-R: Mr. Jesus "Vino" Artero (Structural Group Superintendent), Mr. Vicente "Ben" Perez (Electrical/Electrical Electronics Group Superintendent), Mr. Kenneth " Ken" Davico (Machinery Group Superintendent), Mr. Gregorio "Greg" Cruz (Services Group Superintendent), and Lcdr Silvestre.

A. Herradura is shown putting last minute touches on the mural he painted on the quarterdeck of the Hartin Building, Bldg 20.

Marine Equipment Mechanics of SRF Shop 38 have always overhauled and repaired ship's diesel engines. This task, along with the maintenance of all engines of the portal and yard-floating cranes is now turned over to Shop 06.

The photo on the right shows Shop 38 personnel working on an engine. Mr. Gabe Napalan (left) is helped by Mr. Michael Nace (right).



The mini-submarine, Atlantis V, is being lifted by SRF's yard floating crane. Shop 72 Rigger Foreman, Joe Aguon (4th from left) signals the crane operator. Riggers Tony "Hercules" Chaco (3rd from left), keeps a keen eye on the operation, and Joe Flores (2nd from left) holds on to a guide rope.

The newest supervisor in the Production Department's Machinery Group is Mr. Joseph S. Palomo. As the Supervisory Shop Planner, he became one of the key persons in that organization. He graduated from the Apprenticeship Program in 1970 as a Machinist. In 1982 he was promoted to Shop Planner in the Machine Shop 31. Planning, coordinating and directing work operations for various Machinery Group trades are part of his new responsibilities. His hobbies include weight-lifting and music and devotes his time after work to playing in a local band group. Joe and his wife Nelva have four children.

At the end of 1987, SRF had 106 military personnel which included 12 Officers and 94 Enlisted. At the same time frame the civilian workforce had 1,012 personnel.

The Honorable Joseph Ada, Governor of Guam is shown welcomed by the Marines prior to boarding the ship in the background for a scheduled tour.

Mr. Joseph S. Palomo is displaying his usual intense attention to detail.

SRF was recently visited by a past shipmate on 15 May 1988. Captain Paul B. Smith, USN (RET) who commanded the activity from 29 October 1969 to 04 October 1972, paid a call on the current skipper, Captain Benjamin Julian. Captain Smith was briefed on current SRF operations, and toured the facility, greeting many old friends.

Mr. Vicente (Ben) Perez, Electrical/Electronics Group Superintendent, presented Captain Smith with a Certificate of Appreciation and an engraved plaque with the words "I love my job, and I love SRF Guam".

Mr. Tai Choy (center), SRF Patternmaker, presents Brigadier General Simon Krevitsky (right), Adjutant General of the Guam Army National Guard, with a brass plaque produced by SRF. The plaque was recently transported by the Adjutant General to France, where it is mounted in a Memorial dedicated to those who lost their lives at Normandy in World War II. The plaque memorialized our Guam veterans who fought in the Battle. Captain Benjamin Julian (left), CO SRF, looks on. Presentation was made on 18 May 1988.

Located at the entrance of SRF's security gate, this sign welcomed guests to the Armed Forces Day Open House tours for both the civilian and military sectors.

Do the letters P A T ring a bell? Well, it should. P A T stands for Productivity Action Team which was established at SRF in 1988 under the direction of COMNAVLOGPAC to establish measures of performance and productivity, and develop a five-year plan to meet the President's goal of 20% improvement in productivity. Some areas identified for potential improvement were: creation of a new JML which allowed the shop to provide feedback to P&E on materials used/not used thus reducing excess stock, standardize job order write up and material identified for standard overhauls, and create an Equipment Specialist billet to bridge potential problems among P&E, shops, and Supply. Committee members were: Cdr Dave Loser, Code 200; John Fernandez, Code 213; Bill Payne, Code 225; Jimmy Leano, Code 242; Bobbi Duenas, Code 511; Romero San Agustin, Code 610.

Mr. Steve Rising, General Foreman Shop 38 (left), Capt Julian, CO SRF (center), and Cdr Patch, Production Officer (right), is shown as they tour Shop 38.

Dale Craig (left), Angel Tenorio (center), and Tom Arnott (right), are shown here making a casting for AFDM-8's Dewatering Pump Impeller at SRF's Foundry.

Also in this year, SRF hired a Metallurgist, Mr. Lew Becker, who has since returned to Puget Sound Naval Shipyard in Washington. His expertise aided in upgrading SRF's foundry capabilities and enabled the command to provide various metallurgy services.

On 31 August 1988, Captain A.D. Christopher assumed command of SRF Guam from Captain Benjamin E. Julian. Captain Julian was at SRF's helm since 12 December 1986. A fiesta style reception was held Pierce Park in SRF for this memorable occasion.

Mr. Gabriel (Gabe) Guillermo, Code 400, is shown calling in a maintenance request to the Navy Public Works Center.

Governor Joseph Ada presented the Ancient Order of the Chamorri to Captain Benjamin E. Julian for his unending efforts in community involvement with specal emphasis on SRF's Sister City of Agat. In attendace for the presentation were L-R: Lt Bruce Amidon (Staff Civil), Lcdr Mike Mulligan (Supply Officer/Comptroller), Sister Francine, Ben Perez (Superintendent-Electrical/Electronics Group), Capt Julian, Cdr Dave Loser (Planning Officer), Governor Ada, Cdr Gregg Patch (Production Officer), Capt A.D. Christopher (CO SRF), Mr. Tony Babauta (Mayor of Agat), and Senior Chief Majors.

On 31 August 1988 Captain A.D. Christopher assumed command of the United States Naval Ship Repair Facility, Guam, from Captain Benjamin E. Julian. Captain Julian was at SRF's helm since 12 December 1986. A fiesta style reception was held at Pierce Park in SRF for this memorable occasion.

During 1989 mandays totalled to 141,064 on various RATA, Phased Maintenance Availabilities, Service Crafts and shore support to Department of Defense activities.

Various productivity improvements this year included cross training of shops as a short term solution to workload imbalances and turning off expediting efforts when materials are no longer needed.

The Radiac Lab's Field Calibration Van and Trailer were turned in to DRMO after 23 years of service. According to Mr. Tony Taianao, Radiation Safety Officer, this unit was the only one on island providing high level radiation instrument calibration.

Captain A.D. Christopher, CO SRF, and Commander G.R. Patch, Production Officer SRF, are shown here with the graduates of SRF's Navy Apprenticeship Program Class Number 27. Standing L-R: Capt Christopher, Clark Fields, Matt Cepeda, Tony Babauta, Rafael Hernandez, Dan Mata, Kathy Kuper, Bernie Rodriguez, and Cdr Patch. Sitting L-R: Joe McKenzie, Subero Calara, Hilary Toves, Richard Edwards, William Dulla, and Tony Perez.

Also in 1989 SRF employee Mr. Albert Calvo was awarded the Outstanding Supervisor of the Year in support of the Navy's Federal Women's Program during observance of Women's History Month.

Mr. Albert Calvo, winner of the Outstanding Supervisor of the Year Award in 1989.

Employee in the Spotlight for the month of June went to Mr Arthur Monahan, one of 34 riggers at SRF tasked with removing and installing objects on ship by mechanical means, such as the use of cranes and chain falls, handle lines during ship's docking/undocking evolution, and securing the facility and small crafts for tropical storms or typhoon preparations. He began his federal government service in 1984 as an Apprentice. The Dededo resident enjoys bowling and dancing, and is the second youngest from a family of ten.

Supervisor in the Spotlight for the month of June went to Ms Julie Munoz, Supervisory Program Assistant for the Administrative Department's Personnel Services Division. She has been employed with SRF since 1981, was first hired as a clerk typist, promoted as the department's Secretary in 1984 and again promoted to her present position in 1987. She was best described as the "SRF Admin Jack of All Trades" due to her extensive knowledge of the department's functions and responsibilities.

Ms Julie Munoz, Supervisor in the Spotlight.

Captain William G. Speed became SRF Guam's 26th Commanding Officer, assuming command from Captain Angelus D. Christopher, at a Change of Command ceremony held on 26 June 1990.

Outgoing SRF CO, Captain Christopher, presented the Department of the Navy Meritorious Civilian Service Awards to Mr. Romero San Agustin, Budget and Accounting Officer, and Mr. William Payne, Planning and Availability Officer. Mr Steve Rising, Marine Machinery Mechanic General Foreman, was also a recipient of this award but was on home leave during the presentation.

Mr. San Agustin was cited for being a key player in helping bring about sweeping and far reaching changes from the Command level to the CINCPACFLT level. His attention to financial detail played a significant part in allowing this command to lower its manday rate on 01 January and 01 April 1990, thus allowing customers to get an additional 542 mandays of work (valued at $170,000.00) for the same amount of money. His superb management can be seen in the outstanding results achieved in the 1989 Command Inspection and every other inspection in his area of responsibility.

Mr. Payne and Mr. Rising were both cited for being key players in the Production Department's efforts to significantly improve productivity, quality workmanship, and public relations with customers. They were personally responsible for USS NIAGARA FALLS (AFS-3) completing her FY-89 Phased Maintenance Availability (PMA) on time. Their outstanding management skills can also be seen in the superior results achieved in the 1989 Command Inspection and the 1989 Navy Occupational Safety and Health (NAVOSH) Inspection.

All three were also cited for their sense of personal pride and responsibility as they continue to ensure that the right kind of things happen on a regular basis, and their many contributions as senior civilian managers reflect great credit upon themselves, SRF, and the United States Naval Service. Congratulations to the recipients of the Department of the Navy's highest award for federal employees. WELL DONE!

Fair winds and following seas to Captain A.D. Christopher (right), during the Change of Command ceremony in which Captain William G. Speed (left) was welcomed aboard as the new Commanding Officer. Captain Speed became SRF's 26th CO.

SRF Shop 38 personnel are shown cleaning and preparing components before taking outside and inside diameter readings. L-R: George Cruz, Joe Borja, and Ben Guerrero.

Pipefitter Apprentices and their Training Leader, from Shop 56, display equipment and material they require to perform their duties to become qualified/certified in brazing of piping systems. L-R: Ben Cerrillo, John Terlaje, Kevin Rogers, Tony Babauta, Lawrence Payne, Frankie San Nicolas, Cliff Castillo, and Joe Taisipic, Training Leader.

Captain A.D. Christopher, CO SRF, congratulates Master Chief Bernie Quibilan on his frocking to his present rate during a military awards ceremony held at the AFDM-8 site.

Quality Assurance-Brazed Piping System: Did you know that SRF Guam is the center of excellence for technical requirements to other SRFs and shipyards for inspection and fabrication of brazed piping systems? Each SRF or shipyard forwards pertinent letters and technical information to SRF Guam. Code 138 acts as a clearing house or collection point concerning brazing of ship piping systems. This ideal allows SRFs and shipyards access to money saving information from a single point of excellence.

Captain's Cup Arm Wrestling Champ: Congratulations to EN2 Sedan Jacob of SRF AFDM-8, for winning the heavy weight division of the Captain's Cup Arm Wrestling Contest. This event took place in August 1990.

Here is the SRF Employment Summary as of 28 September 1990: We had 836 permanent employees, 36 temporary employees, and 3 LWOP, totalling to 875.

SRF Vehicle Inspections: On or about 01 November 1990, SRF Security personnel will start random vehicle inspections on the SRF compound and at the SRF Gate. All personnel are reminded of the following: (1) Radar detection devices are not allowed on any U.S. Naval Installations as of 01 November 1990. (2) Proper documentation for government property taken off the SRF compound (such as property pass, job order, etc.) will also be requested. (3) SRF identification badges must be worn while operating a motor vehicle on any military installation. (4) A current automobile decal and parking decal when applicable is required. (5) A current registration and proof of insurance is required at all times. No complete search will be conducted without probable cause and/or consent from the vehicle owner to do so. The purpose of the inspection is to spot check administrative documents, i.e., registration, insurance, etc., and to conduct visual search of the vehicle. These unannounced inspections also act as a deterrent for theft.

Services Group Paint Shop 71 and Rigging Shop 72R worked as a team to complete the application of non-skid surface and paint on the USS NIAGARA FALLS (AFS-3) helo deck area. Rigging personnel installed the dock tent used to shelter work spaces during inclement weather conditions. As a result, non-skid surface and paint application by the painters was accomplished as scheduled.

Photo at right shows the flight deck tent, installed by Shop 72 Riggers, used in case of inclement weather.

Shop 71 Sandblasters are concentrating on sandblasting the deck.

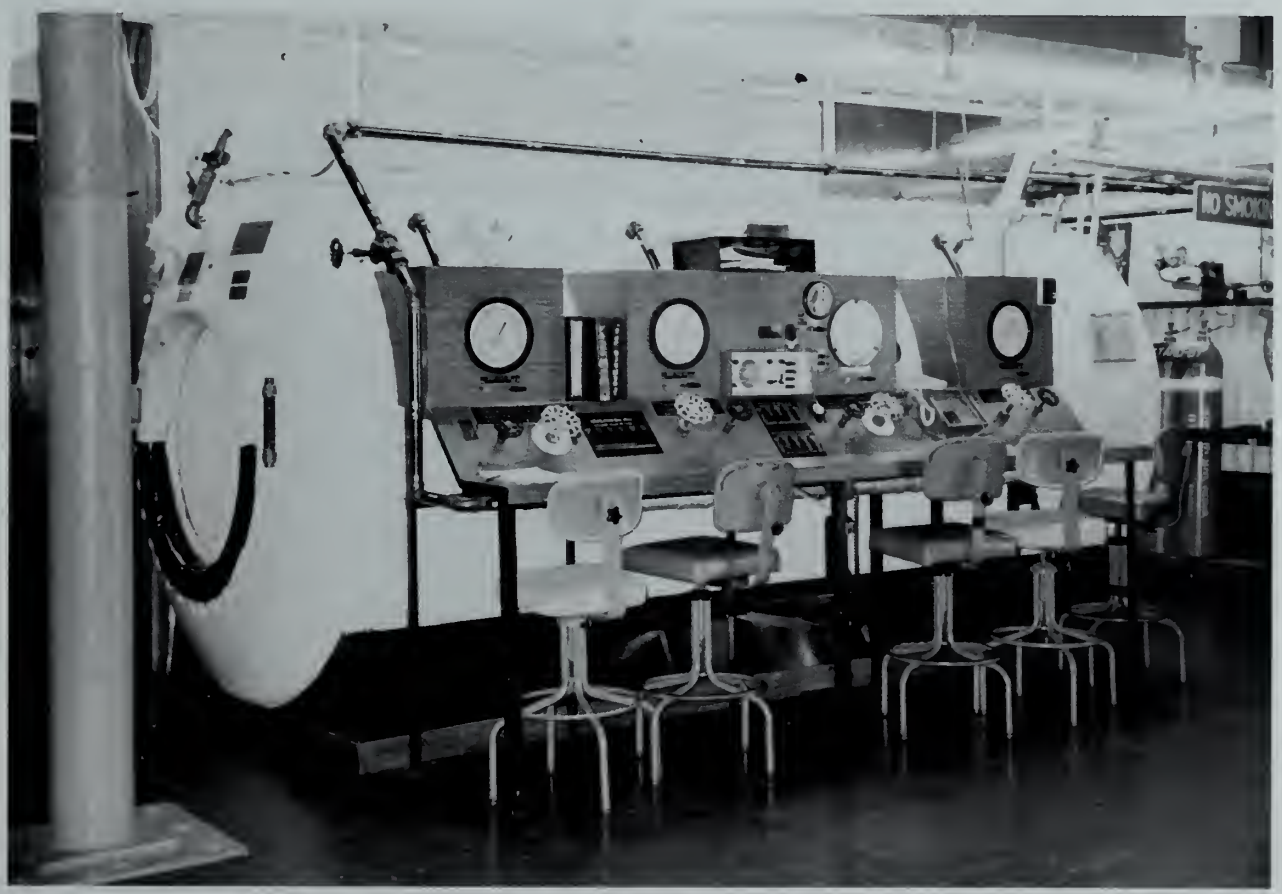
Personnel involved with the application of non-skid surface and paint on USS NIAGARA FALLS (AFS-3) are: Shop-71 Paint Shop: Jose Sanchez (Foreman), Ambrose Clavero, Ben Bumanlag, Alex Inocencio, Leonard Gervacio, Joseph Borja and Charles Soriano. Shop-72 Riggers: Jun Masculino (Foreman), Joseph Flores, Perry Japitana, Unvention Pimental, Joseph Fausto, Cano Bilbao, Pete Tandugan, John Reyes, Clark Field and Eusebio Jacob. Services Group Superintendent Mr. Greg Cruz congratulated the entire crew for their outstanding performance.

Photo at right shows Alan Pacheco, a Patternmaker from Shop 64, smoothing out the outside diameter of his wood pattern.

Unvencion F. Pimental, Shop 72 Rigger, demonstrates how to safely and correctly rig a skid box, to be removed by the crane, to C.B. Santos, rigger helper.

The SRF Recompression Chamber, located in the Dive Locker (Bldg 21), has just returned to full service after a five-week major overhaul of its high pressure (3,000 psi) air compressor. As a result of the repairs performed at SRF, the compressor is once again ready for full service with a gleaming white coat of paint. This chamber is the only one of its kind in this area of the Pacific and is used to provide hyperbaric treatment to both military and civilians.

Last year the chamber was used to perform 99 treatments on 27 patients. Symptoms treated included life-threatening Arterial Gas Embolism (AGE), Decompression Sickness (commonly referred to as the bends), and clinical Hyperbaric oxygen (HB) treatments. The chamber is manned by ten SRF Navy divers who remain on call 24 hours a day, 7 days a week to respond to any emergency requiring recompression therapy.



The SRF Recompression Chamber located at SRF's Dive Locker is shown after repairs and a new coat of white paint.

Supply Department employees pose for a group photo during an awards ceremony. L-R: Lcdr Mike Mulligan (Supply Officer), Margaret Mendiola, Mary Cepeda, Mary Pablo, Patty Santos, Irene Cercado, Capt Speed (CO SRF), Julie Palomo, John Babauta (Warehouse Foreman), Bobbi Duenas (Supply Supervisor), Lt Vance Mahaffey (Asst Supply Officer), Frances Quichocho, Frank Gumataotao, Joe Reyes, Frank Santos.

Captain A.D. Christopher, CO SRF, presents Mr. Buddy May with a plaque for his outstanding performance as the Head of the TQM Department.

Total Quality Management (TQM) was the acronymn widely used at SRF throughout 1990 as the activity progressed and transformed to the practice of TQM concepts and principles.

A hiring freeze of civilian personnel was initiated Navy-wide and had impacted manning resources. A waiver was granted by the Secretary of the Navy to hire apprentices to augment the production workload.

1990 also introduced growing ADP capabilities with the installation of some programs such as CADD, Partsmaster, Database III, Lotus, WMMS, and of course, everyone's favorite, the LAN.

The USS PROTEUS (AS-19), is shown moored at Lima Pier at SRF. It first arrived on Guam in 1964 and is located at Polaris Point in Apra Harbor just across the harbor from SRF. The PROTEUS provides logistics and repair support to submarines in our area of the world.

Returning from a long, hard overseas deployment in the Pacific and Indian Oceans, the USS NIAGARA FALLS (AFS-3) is finally back on Guam. There were more than 300 jobs for this availability. These included accomplishing NAVSEA Shipalts on the 600K elevators, the berthing arrangements for women at sea who will be serving aboard the supply ship in the near future, upgrading the ship's electrical switchboard breakers, and the renewal and upgrade of her three boiler smoke pipes.

The USS PROTEUS (AS-19) arrived at SRF on 03 August 1990 for her Selected Restricted Availability (SRA). Included in the SRA package are NAVSEA funded shipalts for weapons magazine modification. Other work included improvements to the electrical switchboards and the power distribution systems to upgrade her ability to support the submarines in availability.

Navy Relief Drawing Winner: Ms Veronica (Ronnie) Ogo, Staff Civil Engineer in Code 400, was the winner of a new red Toyota Hilux pickup truck in the 1990 Navy Relief Society Fundraising Campaign. Congratulations Ronnie!

Congratulations to Worker Trainee Anthony C. Babauta, Supply Department, on his selection as the 1990 COMNAVMAR Handicapped Employee of the year. Mr Babauta was selected among 89 nominees competing for the annual award. He started working for SRF in 1986 and was assigned to assist the Warehouse Operations Branch in the recovery, segregation, and turn-in of scrap, ferrous (containing iron) or non-ferrous metals (Scrap Metal Recycle Program) to the Defense Reutilization and Marketing Office (DRMO). He had progressed so well that he and another handicapable employee were given additional responsibility for material receipt, processing, storage, and issue for three warehouses. Mr. Babauta's dedication to the success of the command's mission - Service to the Fleet - is one of the main reasons that the department has taken a lead in the recycle program. The annual awards luncheon was held at Top-O-Mar in conjunction with Disability Employment Awareness Month in October.

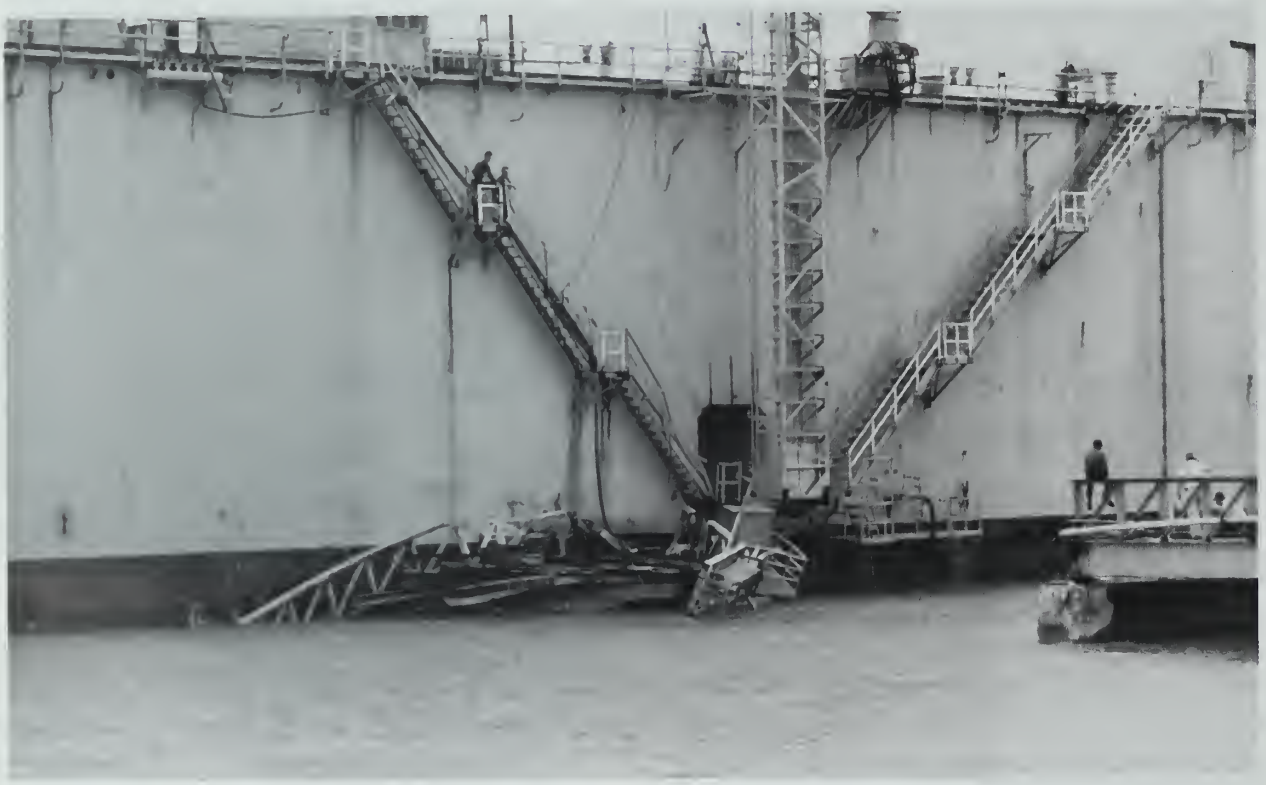
SRF Apprentice Group 29 graduated 15 of its apprentices at ceremony held 14 December 1990 at the Orote Point Theater on Naval Station. The keynote speaker was Anita Sukola, Director of Education, Government of Guam. Other speakers included Capt William Speed, CO SRF; Manuel Q. Torres, class valedictorian; and William A. Payne III, class salutatorian. The graduates completed both classroom and on-the-job training during the four year program. Graduates, listed by trades, are: Machinists: Mark C. Corbilla, Joseph F. Cruz, Robert E. Cruz, Peter A. Matanane, Arthur P. Payne; Electronics Mechanics: Valerie L. Cruz, Leandro L. Edquilane, Brian W. Tirey, Manuel Q. Torres; Boilermakers: Jeffrey R. Frasure, Ricardo S.N. Perez; Sheetmetal Mechanics: Antonio L. Gumataotao, Gregoria A. Hudson; Welders: William A. Payne III, Edward I. Siguenza.

On 21 December 1990, Typhoon Russ decided to pay our island a visit and leave us with damages that will linger on in our memories. A new roof or even more extensive and costly, a new home, were just some of the damages incurred. This typhoon was the most severe to hit our island since Supertyphoon Pamela in May of 1976.

The causeway smashed into the side of AFDM-8 during Typhoon Russ.

Building 2055, once again, shows damages incurred to its roof and structure, courtesy of Typhoon Russ.

Equipment, once stored in a wooden crate, is exposed to the wind and rain, compliments of Typhoon Russ.



Damages to the causeway servicing the USS RICHLAND (AFDM-8) after a bout with Typhoon Russ.

West end of Lima Pier after a visit from Typhoon Russ.

SRF's Finger Pier, damaged by rough and strong wave action, is shown here after the passage of Typhoon Russ.

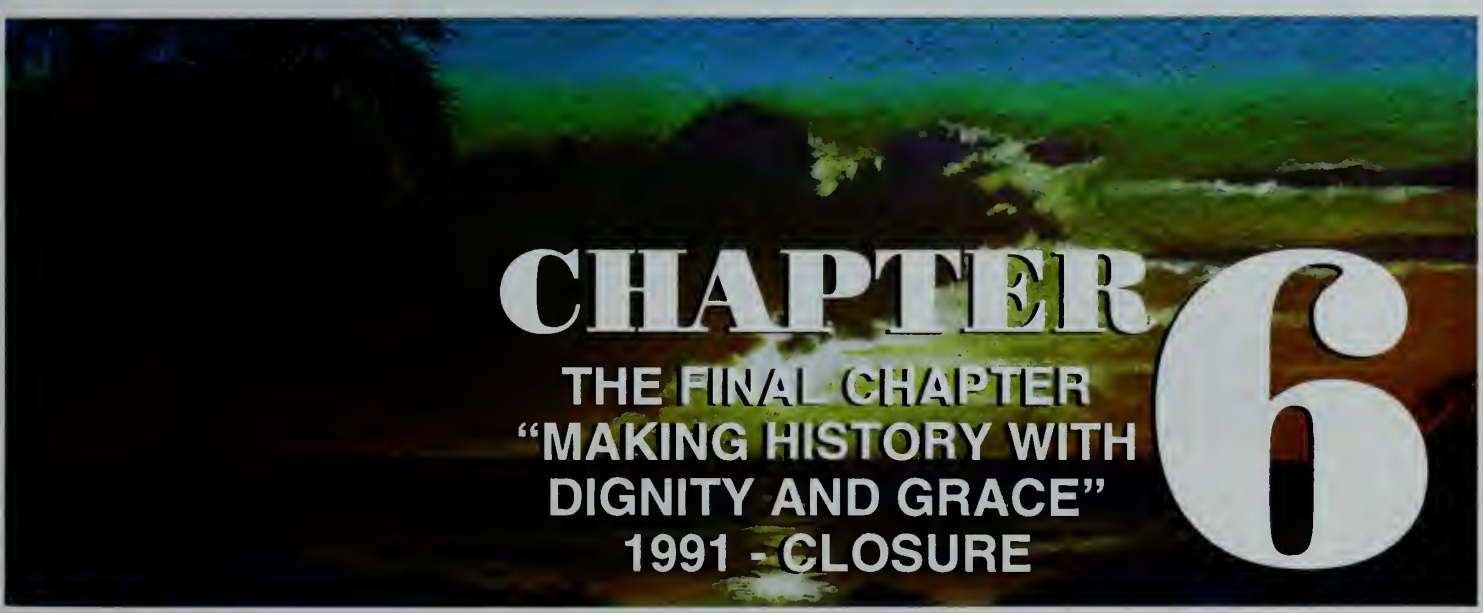
According to Lt Vince Hartman, SRF Public Works Department Code 400, SRF sustained at least $3 million dollars in damages. Estimated damages to several warehouses was $2 million and repairs to AFDM-8 was in the $750,000 range.

Other damages around the facility amounted to $225,000. the front of the temporary storage facility for the hazardous waste was blown away. The AFDM-8 suffered a gash, and the causeway to the drydock was damaged. Supply warehouses were practically ripped apart, exposing the material to the rain.

Capt William Speed, CO SRF Guam, thanked those who weathered Typhoon Russ on the compound. "You have my respect and gratitude for you unselfish commitment to protect SRF, our ships, and to get SRF back in operation, where your commitment delayed your own response to family and home needs, you have my deepest admiration."

SRF was awarded its second Meritorious Unit Commendation from the Secretary of the Navy for accomplishing Phased Maintenance Availabilities on the USS SAN JOSE (AFS-7), USS NIAGARA FALLS (AFS-3), USS HALEAKALA (AE-25) and other availabilities despite limited workforce and numerous tropical storms, including a supertyphoon (Typhoon Russ). The facility maintained an outstanding record for quality workmanship.

SRF personnel count at the end of calendar year 1990 was 1,055. There were 114 military, and 941 civilian personnel.



CHAPTER 6

THE FINAL CHAPTER "MAKING HISTORY WITH DIGNITY AND GRACE" 1991 - CLOSURE

U. S. NAVAL SHIP REPAIR FACILITY GUAM, Building 20, Hartin Building.

CHAPTER 6

THE FINAL CHAPTER

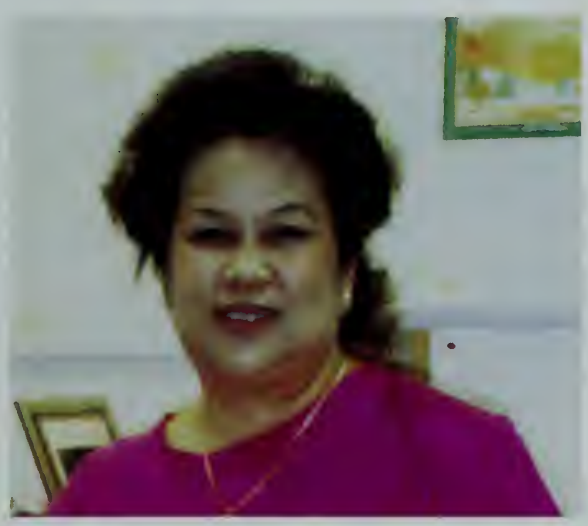
"MAKING HISTORY WITH DIGNITY AND GRACE"

1991 - CLOSURE

Total Quality Management (TQM) awareness continues to be emphasized with the establishment of the Senior Management Group (SMG), TQM presenters, Quality Management Boards (QMB), Process Action Teams (PATs), and facilitators.

In 1991, the Shipwrights installed a cantilever staging around the USS Prairie's Helo Deck hull by porching out the working platforms from the outside of the hull for Ships Force to conduct Mechanical Cleaning and preservation of the ship's stern part. This special type of staging also provided a safe working platform and lifeline for the ships force. Also during the short availability of the USS Prairie, Woodcrafters and Shipwrights from Shop 64 laid out, fabricated and installed half of the forward main deck planking. This type of tasking had not been accomplished by the shop in 20 years.

In March, Naval Activities celebrated the observance of Women's History Month. Ms Concepcion (Connie) Natividad was nominated for Federal Civilian Woman of the Year as part of the local Navy Women's History Month. She is the command's Senior Management Analyst and Assistant Security Officer. She started her career as a clerk in the Administrative Department and was promoted to Program Assistant and then advanced to her current position. Ms Natividad is a fine example of the Woman of the Year and is worthy to be recognized as Guam's Woman of the Year.



Ms Connie Natividad

For the second year in a row, SRF received the " Most Outstanding Military Volunteer Organization within a Village " award sponsored by the First Lady's Committee for Special Projects, Komitea Para Y Minauleg Guahan and the volunteers are important People. First Lady Roseanne Ada and Ms. Tina Blas also presented Captain Speed with a Certificate of Recognition for Outstanding service to the Territory of Guam at the 4th Annual First Lady's Award Ceremony. The award was made possible by the continued outstanding volunteer efforts and support of the SRF men and women. The Mayor Antonio Babauta nominated SRF for the award in recognition for their continued outstanding service to its Sister Village of Agat.

Certificate of Recognition

The First Lady's Committee for Special Projects
Komitea Para I Minauleg Guahan
and
The Volunteers are Important People

Present this certificate
to

U.S. Naval Ship Repair Facility

for
Outstanding Volunteer Service
To The
Territory of Guam

Given this 25th *day of* April *1991*
at
Agana, Guam

Rosanne S. Ada
Rosanne S. Ada
The First Lady of Guam

Julie Ann S. Blaz
Julie Ann S. Blaz
Director, Volunteers are Important People

The award shown above was made possible by the outstanding volunteer efforts and support of the SRF men and women. Agat Mayor, Mr. Antonio Babauta, nominated SRF for the award in recognition of their continued outstanding service to its Sister Village of Agat.

SRF held a memorial ceremony in honor of a former co-worker, the late Perico D. Aguas of the Welding Shop 26. The ceremony included a dedication of Building 93-1 to the Perico D. Aguas Training Center. Captain Speed assisted Mrs. Aguas in cutting the ribbon during the official opening of the center. An inscription on a memorial plaque is displayed at the entrance of the new Welding Shop Training Center. On behalf of the relatives and friends of the late Mr. Aguas, Structural Group Superintendent Mr. Vino Artero expressed sincere appreciation for allowing them to become a part of SRF on this significant occasion.

The Senior Management Group (SMG) adopted the following Mission and Vision statement for SRF. The Mission Statement: The mission of SRF Guam, now and for the future, is to continuously improve our ability to provide the highest possible quality support to all US Naval Ships and other customers, within schedule and budget. The Vision Statement of SRF Guam: In the next 5 to 10 years, SRF will be CINCPACFLT's role model in WESTPAC for quality work, cost effectiveness and total customer satisfaction through teamwork and management commitment, and closure in 1997.

Mrs. Aguas (left), and Captain William G. Speed, CO SRF (right) unveil the plaque in memory of Perico D. Aguas, Shop 26.

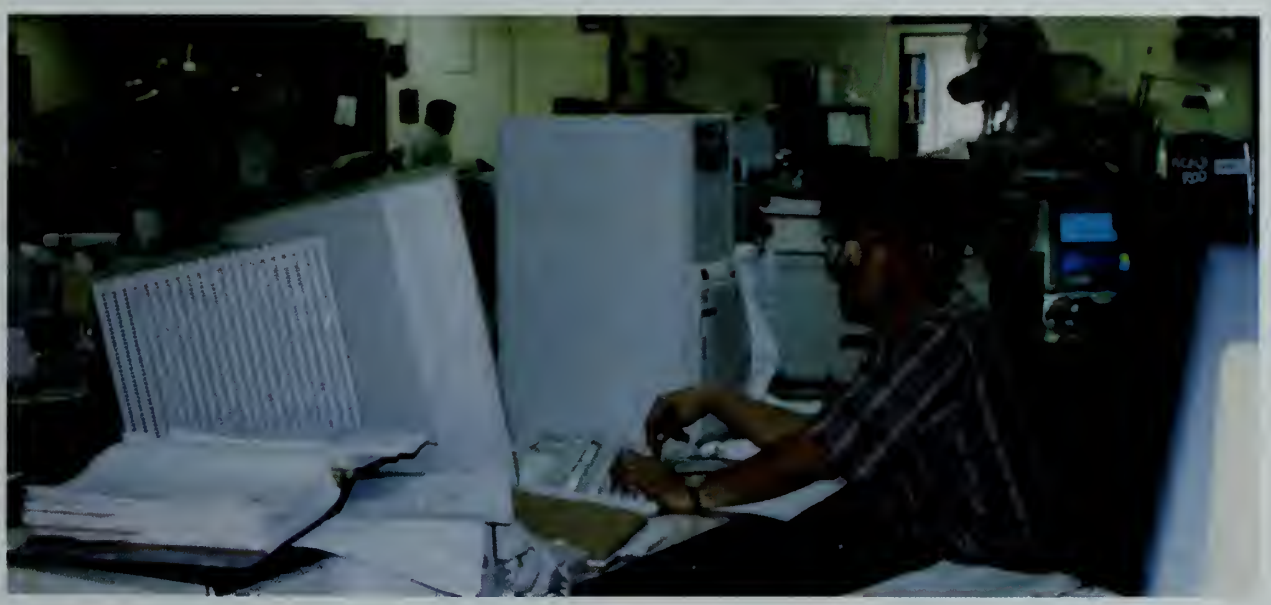
SRF military assisted Agat village in painting the Library and storing books.

Residents from the Sister Village of Agat take time to pose for the photographer during a tour of SRF.

Once again, SRF moves up one step towards modern state-of-the-art computer technology. The Design Division is the first to utilize the newly installed Computer Aided Design and Drafting System (CADD). The system will be used to generate and store design memos as used for the receipt of and response to technical reports generated by the production shops. The VAX system interface will provide electronic distribution of documents generated by the Design Division. This initial start is to lift off designers from conventional or manual method of making drawings to fully automate design drawings.

What do these men, Joseph Castro (Shop 56), Edward Siguenza (Shop 26), Kevin Abraham (Shop 41), Jesse Perez (Shop 51) and Robert Bordallo (Shop 38) all have in common? They are participants in the 9th Annual South Pacific Games which was held in New Guinea. Castro and Bordallo were players in Guam's Fastpitch Softball team, Perez played basketball, Abraham was on the Soccer team, while Siguenza went as a sports writer providing news coverage on the games played by the teams from Guam.

The SRF Guiding Principles. In executing our mission, we will be guided by the following Guiding Principles: We respect people as our most valuable asset, We commit to continuous training and education of all our people, We create a positive atmosphere for honest two way communication, We continuously evaluate our processes and improve them, We affirm equal opportunity to all, We hold to the highest standards of personal and professional conduct, We make decisions based on verifiable data, We delegate responsibility and accountability to the lowest level, We continuously monitor to expand and increase customer satisfaction, We provide a safe and healthy place for our people, We protect the environment.



Faustino Sosa uses the CADD system to produce a design document.

Apprentice Group 30 pose for a group photo at the Orote Point Theater after graduation ceremony. Front row L-R: Michael Imamura, Shop 31; Callen Reyes, Shop 31; Roger Delos Reyes, Shop 38; Donald Pangelinan, Shop 38; and Alan Pacheco, Shop 81. Back row L-R: Lcdr Bonifacio Hernandez, XO SRF; Michael Aguon, Shop 38; Joel Nalzaro, Shop 38 (Valedictorian); Lauren Randall, Shop 38; Peter Babauta, Shop 38; James Adawag, Shop 11; Capt William Speed, CO SRF; and Eusebio Jacob, Shop 72.

In observance of disability awareness, an awards luncheon was held at the Pacific Star in October 1991. Local events included a training conference, Mass at the Agana Basilica, and a display at the mall. SRF received the Honorable Mention Award for the Outstanding Employer of the Year.

In December 1991 SRF graduated 12 apprentices from Apprentice Group 30. Their Apprentice Graduation Ceremony was held on the 13th of December at the Orote Point Theater in Naval Station. The Keynote Speakers included the honorable Ben Blaz, Guam's Delegate to Congress and the class Valedictorian, Mr. Joel Nalzaro. The graduates listed by their trade are as follows: Shipfitter-James Adawag; Marine Machinery Mechanics-Michael Aguon, Peter Babauta, Roger Delos Reyes, Donald Pangelinan and Lauren Randall; Pipefitter Benjamin Cerrillo; Machinist- Michael Imamura and Callen Reyes; Rigger- Eusebio Jacob; Air Conditioning Equipment Mechanic- Joel Nalzaro; and Patternmaker- Alan Pacheco.

A grand opening ceremony was held at the SRF Fitness Center on February 1992. The center was made possible mainly due to the hard work of MM1 (DV) Eric Holliday from the Dive Locker. Personnel from the Dive Locker, the Seabee Battalion, as well as other volunteers pitched in to clean the spaces, construct a concrete floor, lay tiles, and other preparations. Holliday was able to acquire some donated Nautilus Equipment from the just closed Clark Air Force Base in the Philippines. Brand new air conditioning units, workout equipment, and two full sized mirrors were purchased with funds donated by SRF's Civilian Welfare and Recreation Association (CWRA). Additional equipment were also obtained from DRMO. We are fortunate to have our very own fitness center, another quality of life for SRF personnel.

The SRF Fitness Center opened in February 1992 as a result of a survey of the employees at SRF. The teamwork and cooperation of both military and civilian, with the leadership of Captain Speed, followed by Captain Cuzzocrea, made this Fitness Center a reality for everyone at SRF.

The inside of the SRF Fitness Center just after it opened. The military and civilians utilized the facility as well as maintained the equipment and building.

During March of 1992 the ADEPT (AFDL-23) completing almost a two week journey to Guam, was moored at SRF's November Wharf. It was towed from SRF Subic Bay Naval Base in the Philippines by a salvage and rescue ship USS BRUNSWICK, and is the first of the three floating drydocks to be removed from that base. The ADEPT is 288 feet long and 72 feet wide and is designed to accommodate vessels which do not exceed 1,900 ton displacement. It will be manned and operated by military personnel assigned, headed by an assistant officer in charge. It is to be docked at Papa Wharf at a later date.

The ADEPT (AFDL-23) moored at SRF Guam. Minor maintenance work was required to keep the drydock in its proper and ready state to drydock a vessel which needs repair or overhaul work done on it.

SRF Guam contributed $ 29,185.58 to the Combined Federal Campaign, according to SRF's CFC Project Officer Lieutenant Robert St. John, Code 501. This amount exceeded last years contribution by 66% or $11,619.94. The CFC Keypersons included: Joseph Cruz of Code 100; Purita Buck, Romy Honculada and Lilia Nicolas of the Planning Department; Carmen Quintanilla, Lolaine Vayda and Armi Banes of the Supply/Controller Department; Vincent Arriola and William Manibusan of the Machinery Group; David San Nicolas, Christine Aguon and Felix Quinata of the Electrical / Electronics Group; Ann Grey of the Structrual Group; Annie Santos of the Services Group; Mary Green of the Administration Department; HT1 Donald Annis of the Repair Office; and MMC Daniel Wilson of the Docking Department. Everyone's contribution to the CFC will provide help and hope to the people who need it the most. They will sincerely thank you.

In March of 1992, Shop 72 Rigger Foreman Jim Brown and his team of riggers received the USS HALEAKALA (AE-25) SRF Workers of the Month Award for executing the highest quality of teamwork and dedication to quality service. Excerpts from the Commanding Officer of the USS HALEAKALA letter: Rain or shine, day or night, Shop 72R keeps the lifts moving ensuring vital equipment and supplies are properly staged onboard. Helping ship's force load and off-load equipment has not gone unnoticed. Flexibility has allowed us to keep our own work on schedule and maximized our time alongside SRF. If Shop 72R can't lift it, it can't be lifted. You and your crew have my heartiest congratulations and sincere appreciation for a Job Well Done!

SRF's portal crane prepares to lift a brow so that personnel could disembark from the ship.

Captain Christopher and Vice Admiral McKinnon do the honors of "cutting the ribbon" at the opening ceremony of the Corrosion Control Shop.

A corrosion control facility opened its doors in SRF and could be set up in conjunction with or separately from the paint shop. Three different services can be provided from the shop. The first is actual corrosion control, rusty or corroded metal items are sandblasted, sprayed with an aluminum coating and painted. The second process, and probably the most urgent and lucrative for Guam, is the rebuilding of pump and electric motor shafts. Finally, the corrosion control shop is capable of powder coating. In short, the paint and corrosion control shops are modern, state-of-the-art facilities.

First time done in SRF Guam. Personnel from the Boilermaker and Lagging Shop 41, received a tasking to remove and renew entire generating bank tubes on the USS NIAGARA FALLS (AFS-3) #3 boiler. Workers completed the tasking undertaking obstacles and executed a 125% hydro with only minor leaks that in itself indicates the professionalism of our people. The Shop 41 personnel were Swing Shift Foreman Francisco Mendiola, Kevin Abraham, Matias Guiang, Joseph Mesa, Opiano Jayme, Rosauro Tanayan, Alan Yanto, Efrian Manosa, Robert Zahanen, Day Shift Foreman Roman Castro, Conrado Advincula, Juan Aguon, Eladio Alag, Juan Camacho, Jesse Diaz, Jose Hudson, Felix Crisostomo, Gary Guzman, Scott Jacob, Len Lorenzo, Jose Naputi Jr., James Tanguileg, John Tenorio, Elias Tirador, General Foreman Al Runyon, Ken Mesa, Robert Bohan, and SRF Subic personnel Delfin Alejandro Jr., Pedro Bautista, Amador Custodio, Jaime Dela Pena, Paulino Fabay and Felix Pacho. The removal and renewal of the entire generating bank tubes is the first known type of work to be done at SRF Guam.

Pusher boat named after Leonardo B. Bagnate, Shop 72 Rigger, in his honor.

The entire generating bank consists of approximately 1,500 one inch tubes.

Five SRF civilian employees were presented with the Department of the Navy Meritorious Civilian Service Medals and a citation by Captain William Speed at their respective department/shop awards ceremony. Those honored with the awards include Electrical/Electronics Group Superintendent Vicente Perez, Machinery Group Superintendent Jesus (Vino) Artero, Special Projects Officer Gregorio Cruz, Shipyard Projects Officer Production Comptroller Roland Garrido and Victor Reyes.

Captain John L. Cuzzocrea assumed command of SRF Guam from Captain William Speed at a change of command ceremony held on 24 July 1992, at the NAVSTA Orote Point Theater. Captain Speed reported to Pearl Harbor Naval Shipyard as head of the Planning and Engineer Department. Captain Speed

Change of Command Ceremony where Capt William Speed is relieved by Capt John Cuzzocrea. In attendance were both of their families.

Clarissa San Nicolas (Inarajan High School) sitting behind the desk of the Commanding Officer, was the student counterpart of Cdr Bonifacio Hernandez (Acting CO). She received first-hand knowledge of the CO's responsibilities.

spoke of the SRF as the people who made SRF, their SRF. "They own it, its part of them in the heart and in the mind." In closing, he thanked SRF personnel for sharing themselves and their SRF with him during the past two years. A fiesta/reception was held at the SRF Pierce Park following the ceremony.

Fourteen students from various Guam middle and high schools spent a day with SRF military and civilian managers as part of The Guam Youth Month activities held in April. The Navy's participation in the annual Island Leadership Day was made possible at the invitation of the Government of Guam Department of Youth Affairs and encouraged by the Commander Naval Forces Marianas. This years theme is "Vision 2000: Designers of the Future." Over 300 students were given the opportunity to become more aware of upper level management career options and the skills necessary to meet future challenges. This was a first-time experience for the majority of the SRF student "Leaders". The students' experience during the days events included a Welcome Brief by Cdr Bonifacio Hernandez, Acting Commanding Officer, issuance of necessary safety gear, learning the operation of the Drydocks, visits with "Customers" like servicing PSD NAVSTA, touring work spaces on board ship and in the shops, attending meetings, and just getting to know what SRF was all about.

SRF Rigger Eusebio Jacob was designated the USS WHITE PLAINS (AFS-4) Ship Repair Facility Craftsman of the month for June 1992. Captain Weber, Commanding Officer of the USS WHITE PLAINS, presented Jacob with a certificate at a ceremony held at SRF. The certificate read as follows: "Over the course of the past month, you have been a major

Eusebio Jacob Jr., Shop 72R.

contributor to the superb progress of the USS WHITE PLAINS Phased Maintenance Availability. As a Rigger for SRF Shop 72, you were a key player in assisting the Ship's Force with the removal of four cargo booms, two anchors, and associated chains and numerous other less visible but equally important crane lifts. Throughout the month, your eagerness to assist and your perseverance in the face of awkward and difficult rigging requirements were an inspiration to all. I want to personally thank you for your enthusiasm and professionalism. "A Job Well Done!"

Pipefitter Apprentice Vincent Pangelinan joined 21 other Guam Athletes for the 25th Summer Olympics held in Barcelona, Spain. Pangelinan's participation in the Olympics was a result of placing first in the 114 lb. division qualification during the Oceana Tournament held in Western Samoa earlier this year.

Eleven teams rapped up the 1992 SRF Softball Intramural League. The team standings are as follows:

Team	Win/Loss
Bad Company (Code 930)	9 1
PWC (NavSta)	8 2
AE-25 Bombers	7 3
Oldies	7 3
Strays	5 5
AFDM-8 Dockers	5 5
Outlaws (Code 930)	5 5
99ers	3 7
NSD Invaders	3 7
Shockers	2 8
Code 200 Planners	2 8

The 1992 SRF Slowpitch Softball League Champions was awarded to the team "Bad Company". Front row L-R: Richard Ramirez, Ronnie Ngirailild, Chris Perez, Charles Wolford, Pete Torres (Team Captain), and Arnel Torrado. Second row L-R: Ian Okada, Ray Gutierrez (Coach), Tony Yatar, Chad Martin, Ray Innocentes, and Dan Manibusan. Back row L-R: Tony Concepcion, Larry Aguon (manager), Dan Taitano, Bert Sablan, Paul Lujan, Nick Langas, and Steve Borja.

Pete Torres (left), Richard Ramirez (center), and Paul Lujan (right), prepare Bullin field for play.

99ers of Shop 99 pose for a team photo after being presented the Sportsmanship Trophy.

Pennant Champions - Bad Co. (Code 930)
Pennant Runner-up - PWC (NavSta)
3rd Place - AE-25 Bombers
4th Place - Oldies

League Champions - Bad Co. (Code 930)
League Runner-up - PWC (NavSta)
League Good Sportsmanship - 99ers

Homerun Leaders:

Team	Name	HR's
AFDM-8	Jackson	5
	Roys	1
	Grant	1
Bad Co.	Gutierrez	2
	Langas	1
	Sablan	1
PWC	Alvarez	1
Strays	Aguero	2
	Borja	1

Special Thanks goes out to League Coordinators Felix Chaco and Nick Langas for a very successful season. All games were played at SRF's Bullin Field after working hours.

Tirey named craftsman of the month of July. Electronics Repair Technician Brian Tirey (Shop 67) was selected as the USS WHITE PLAINS, Ship Repair Facility Craftsman of the Month for July 1992. The certificate, presented by Captain R.Y. Weber reads as follows: "Over the course of the last month you have been a major contributor to the superb progress of the USS WHITE PLAINS Phase Maintenance Availability. As an Electronics Repair Technician for Shop 67, you were the key player for the removal of 9 antenna systems, and the removal of the OA9123 antenna coupler system. Your attention to detail led to the discovery of structural

Brian Tirey, Shop 67

cracks on the base of an AS-2537A fiberglass whip antenna, possibly preventing catastrophic equipment failure and the prevention of injury to the USS WHITE PLAINS personnel. Your expertise and technical knowledge of the USS WHITE PLAINS electronic and communications equipment have provided the ship's crew invaluable information on the proper care and operation of its external communications systems and indicate your total dedication to excellence. I want to personally thank you for your enthusiasm and professionalism."

SRF was subjected to five successive typhoons during a period of four months, including Typhoon Omar, the strongest to hit the island in 16 years. The facilities at SRF suffered very little damage due to the superb job everyone did in preparations. But the same cannot be said for the USS NIAGARA FALLS (AFS-3) and the USS WHITE PLAINS (AFS-4). After a wild ride across the inner harbor twice,

Military personnel repairing the damaged roof of an Agat resident, caused by Typhoon Omar.

NIAGARA FALLS was aground after Omar was finished with his frolicking. The WHITE PLAINS also took a harrowing ride and ran aground during Omar's fury. The SRF military personnel volunteered to assist Agat Sister Village in their restoration efforts as a result of damages from Typhoon Omar on 28 August 1992. Efforts include Mount Carmel School's restoration project, clearing debris at the Agat Cemetery, repairing roofs, and other projects. SRF continues to lend a helping hand to the local community in time of need.

Spring cleaning became Summer cleaning at SRF in the clean up of the "Back 40". SRF personnel turned up for this all out effort and assisted in segregating and disposing of scrap metals, damaged equipment, and dunnage lumber.

Kudos from Rear Admiral E.S. McGinley II, CINCPACFLT Maintenance Officer. "I extend my personal appreciation to you

One of the Apprentice Training Center doors was damaged from Typhoon Omar.

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House of Representatives

COMMENDING THE NAVAL SHIP REPAIR FACILITY, GUAM

HON. BEN GARRIDO BLAZ
OF GUAM
IN THE HOUSE OF REPRESENTATIVES

Sunday, October 4, 1992

MR. BLAZ. Mr. Speaker and Members of the House, I rise today to commend an institution in my District that has become such a part of the everyday life on Guam that were it to disappear tomorrow, my constituents would feel as they would at the passing of an old and dear friend. To some it may appear melodramatic.to make this comparison, but the Naval Ship Repair Facility on Guam, or simply the SRF, has influenced and participated in our community far beyond what one could normally expect of a military base.

There are only two ship repair facilities in the western Pacific, and SRF Guam is the only one on U.S. soil. This is a fact that I am frequently making my colleagues aware of whenever military construction funding for Guam is being considered. It is one of the largest naval activities on Guam, employing approximately 840 civilians. Its economic contribution to our local economy is sizable and very significant.

What is even more significant in this respect is the Navy Apprenticeship Program, which was founded at the SRF in 1957 to train and develop skilled personnel as future key employees and supervisors. There are currently 135 apprentices in the program. From machinery to pipefitting to welding, all major ship repair trades are covered. With over 500 graduates, 273 of whom are still employed at the SRF, the program has created a pool of skilled and responsible workers whose impact is felt throughout the entire local economy.

I rise to commend as well those military personnel who maintain and operate the enormous amount of equipment that makes the SRF the efficient organization that it is. Four floating drydocks of varying sizes enable them to repair, refit and upgrade those ships so necessary to protect the United States' security interests in my part of the world. The engineering and technical expertise resident in our military neighbors enable the complicated planning, budgeting and coordination of the SRF to go forward smoothly. The SRF also operates the only shore recompression chamber capable of treating divers with diving-related illnesses. Over the past five years, SRF divers have conducted over 230 humanitarian treatments/therapy, including medevacs from Truk, Palau and Saipan.

Community involvement is a hallmark of the SRF. It has received awards from both COMNAVMARIANAS and the Government of Guam's Department of Vocational Rehabilitation for Outstanding Employer of the year for hiring and placement of individuals with disabilities. In support of the first Navy Multicultural Awareness Fair on Guam, the SRF spearheaded the logistics committee. As a result of its participation with the village of Agat in the Sister Village Program, the SRF has been actively involved in local school activities and functions, receiving the COMNAVMARIANAS award for that program for the past three years. Reef relief projects, installation of playground equipment, blood donation, math and English tutor programs, and tours of the facility for local groups are just a few of the many services that the SRF has provided as part of everyday business. This entire effort culminated in the reception of the First Lady of Guam's Volunteer Award as the Most Outstanding Military Volunteer Organization.

Mr. Speaker, there are communities around the United States which complain that the local military base is next to, but not part of, the community. Not so on Guam. The interests of the people of Guam and our military tenants are inextricably intertwined. A strong economy, clean and safe workplaces and good schools for our children are things we all want. Our island is small, and we realized long ago, that only by working together would our dreams be fulfilled. The Naval Ship Repair Facility on Guam is a model of this cooperation, and I believe that this chamber is a most fitting and proper setting for recognition of their outstanding contribution to the quality of life in my District, for both the civilian and military communities.

Copy of Congressional Record commending SRF Guam.

and your staff for your contribution to the CNO Data Call Number Six and Twenty-four for NAVSHIPREPFAC Guam. The tasking could not have come at a worse time being that NAVSHIPREPFAC Guam had severe communication problems attributed to Typhoon Omar. In addition, your activity had to complete other priority work such as the closing of your FY-92 books and establishment of FY-93 work." The successful completion of this project was largely due to the efforts of Lcdr Jerry Jones and personnel in Codes 200, 300, 400, 500, 600, and 800.

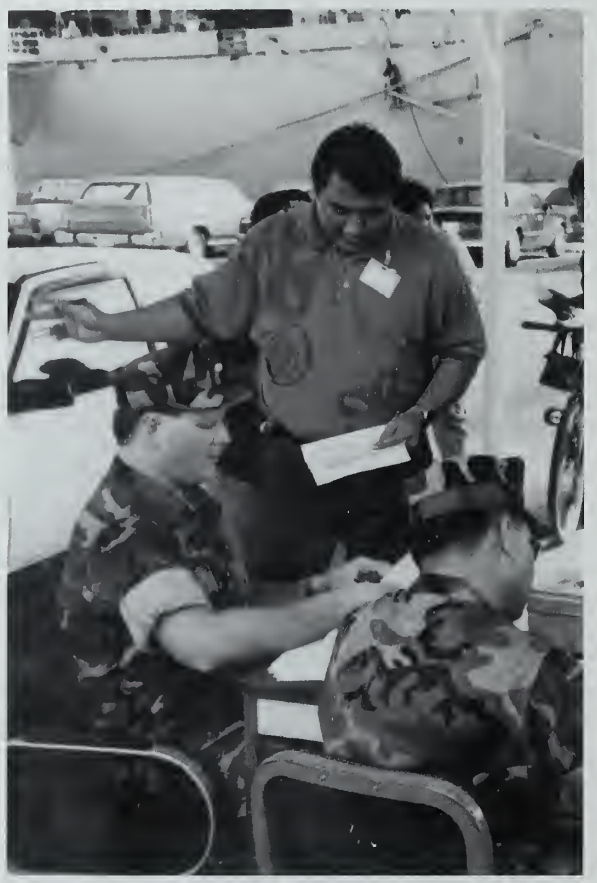
This year brought on a significant shift in SRF customer base. SRF shifted from a primarily US Navy workload to an MSC dominated workload.

During the period of 06 December 1992 through 20 January 1993, USNS SPICA underwent scheduled and emergent repairs at the NAVSHIPREPFAC Guam. The support provided by shipyard personnel was outstanding throughout. The support provided is particularly noteworthy as it occurred during a holiday period when the majority of commands were exercising liberal leave and liberty policies. Of the 34 jobs requested and accepted, 34 were completed. Several unscheduled requirements in the final days of the voyage repair period were accepted, undertaken and completed in superb fashion. During the entire VR period, especially during the holiday timeframe, communication was excellent and productivity levels did not falter. The dedication and desire to excel on the part of the workforce was noteworthy. Quality work and completion of all jobs scheduled was the goal and was succeeded.

In March 1993, the crafts have landed! The USS BELLEAUWOOD and the USS GERMANTOWN were on Guam as part of an exercise. The four landing crafts from the GERMANTOWN conducted landing exercises at the SRF Reserve Craft Beach (RCB).

Also in March, USS RESOURCEFUL (AFDM-5) arrived from SRF Subic Bay, due to its closure.

SRF security processed and issued out red and green POV parking decals for personnel as part of the new command parking policy that took effect in January.



Red and green parking decals were issued out to all personnel as a result of a new command parking policy.

SRF provided rigging and floating crane services for Port Authority upon arrival of eight diesel generators. The generators, each weighing 72 tons, were on board Sealand vessels "Enterprise", and "Pacific Voyage".

Shop 72 prepares the first 2 generators for separate crane lifts.

Shop 72 Riggers on the YD-120 Floating Crane, guide a generator during lifting and transfer operations from the vessel to the crane.

SRF Apprentice Graduates - Group 31

Cutting the ribbon to the newly established Shop 06 is Capt Cuzzocrea, CO SRF (center). On hand to assist him is Mark McDowell (right), and Greg Calvo (left).

In March 1993, SRF graduated 40 apprentices at an Apprentice Graduation ceremony held in their honor at the Orote Point Theater, Naval Station. SRF Apprentice Group 31 graduates were: Kevin D. Abraham, Benjamin J. Blas Jr., Andrew B. Carandang, Michael C. Castro, Ambros Clavero, Anthony Crisostomo, Richard S.N. Cruz, Leo Dejesa, Paul B. Enriquez, Richard B. Esplana, Joseph Flores, Eugene Gallo, Gary Guzman, Robin Q. Hecita, Alex Inocencio, Katherine P. Kuper, Fraim M. Leon Guerrero, Timothy A. Lujan (Valedictorian), Francisco G. Mafnas, Doris Malinao, Jose Luis C. Melencio, Russell A. Muna, Jose N. Naputi Jr., Ronnie Ngirailild, Joseph Orot, Bartholomew S. Perez, Christopher Perez, Jesse Perez Jr., Clemente E. Ramirez, Richard Ramirez, Bernie S. Rodriquez, Jesse A. Rodriquez (Salutatorian), Roy A.Q. Siongco, Jacob Q. Taisacan, James S.N. Tanguileg, Arnel C. Torrado, Vinton H. Velez, Edward V. Villanueva, John M. Wright, and Alan L. Yanto.

Ribbon cutting for the newly established Production Support Division, Code 380, was held on the 01 April 1993. The new division provided preventive and corrective maintenance on SRF owned equipment. It is comprised of the Toolroom Shop 06T, Crane Shop 06C, Repair Shop 06R, and Maintenance Shop 06P. Supervisory Industrial Engineer Mark McDowelll headed the division comprised of 86 personnel.

BEST-OF-THE-BEST. On behalf of Commander in Chief, U.S. Pacific Fleet CINCPACFLT, RADM Edward S. McGinley, CINCPACFLT Maintenance Officer presented MM1 (DV) Eric Dean Holliday with an award certificate and a plaque for his selection as the 1993 US Pacific Fleet Shore Sailor of the Year. Also present at the ceremony at Pierce Park was Ms. Carol Holliday. MM1 (DV) was chosen as the Best-of-the-Best from over 60,000 eligible candidates to represent the US Pacific Fleet. He competed for the Chief of Naval Operations Shore Sailor of the Year at Washington, D.C. CINCPACFLT highlighted on Holliday's top notch performance and dedication to the pursuit of excellence in both his professional and personal life.

MMC Holliday is shown here conducting a Dive Safety presentation to students from Agat Oceanview High School during a field trip to SRF.

GUMA MAMI (Our Home) was SRF's theme for this year's entry in The Chamorro Day Festivities. Photo above shows two Chamorritas explaining to Admiral Kristensen the different produce on display.

SRF converted to Maintenance Resource Management System (MRMS), a system which became the tool and resource for the Supply, Planning, and Production Departments.

The 1993 Chamorro Day festivities sponsored by the Fleet and Industrial Supply Center (FISC) depicts the teamwork of all those who assisted in the construction of the SRF hut. Competitors were FISC, U.S. Coast Guard, and SRF who all tied for First Place. Job well done by all!

Due to budget cuts, and downsizing efforts, SRF requested from Department of Defense and the Office of Personnel Management, Voluntary Early Retirement

Authority (VERA), and Separation Incentive Pay (SIP) Authorization for approximately 300 personnel.

TIMECARDS...SIMPLY PAPERLESS!!! Ms Julie Lujan displays the last of daily timecards she processed as part of the newly established paperless timekeeping.

Congratulations to SRF candidate Ms Michelle Sablan who placed third overall for the island-wide counting with 25,500 votes among 15 candidates. Ms Sablan, daughter of M/M Marcial Anderson and Maria Taison Sablan, is employed as a Clerk for the Supply/Comptroller Department.

QA's another TQL resource. SRF Quality Advisors (QA's) completed a two-week course on Fundamentals of Total Quality Leadership (TQL). The QA's have volunteered to represent their respective department/group to provide JIT (Just in Time Training) and facilitator services for chartered Process Action Teams (PATs).

Out with the old, in with the new...telephone system that is. State-of-the-art Meridian telephone instruments replaced the standard rotary or push button instruments. The new system featured convenient call transfer, pickup, conference, etc.

Fallen ceiling tiles in the Main Conference Room was the result of the 8.1 earthquake.

08 August 1993, Guam experienced an 8.1 earthquake that did some extensive damages to SRF. SRF Public Works Department conducted an assessment of the damages done to the facility. There were fallen ceiling tiles in the Main Conference Room, and Environmental Specialist Blaise Koki inspected the sunken ground pierside, and the obvious cracks/crevices along the other piers as well. The earthquake knocked out power throughout the whole island. Some people reported busted water lines in several villages. Several accidents on the highway were caused by the road shifting back and forth. This was one of the biggest earthquakes the island has ever experienced. The quake severely damaged

Royal Palm Hotel so much that it had to be imploded. Residents have experienced earthquakes before but this quake was one that will never be forgotten.

Sunken ground on the pierside caused by the 8.1 earthquake.

Cracks/crevices along the other piers were also as a result of the 8.1 earthquake.

In 1993 Captain John Cuzzocrea received a Letter of Commendation from Commander in Chief, US Pacific Fleet for his exemplary performance and commitment to customer-based quality. RADM Edward S. McGinley, Deputy Chief of Staff for Fleet Maintenance presented the letter during his recent visit to SRF.

Training Leaders updated their certification during the Instructor Certification Training in December 1993. The course was instructed by Ms. Pam Dittrick from the NAVSEAWESTPAC Management Office.

Quality of worklife issues were implemented which have improved personnel's morale due to management's commitment to TQL. Some of these include transferring to the alternate work schedule which allowed employees to choose their work schedules and days off; gone are the time clocks due to the shift to paperless timekeeping; employees can park their POVs close to their work site; and Department of Defense (DOD) identification badges were issued to all workers.

Kudos from the USS MAUNA KEA. In 1994, Team MAK thanked SRF Guam for their superb efforts in correcting two CASREPS. Congratulations and thanks to all who made it possible. The SRF completed 100% of all jobs tasked.

Kudos from the USNS SPICA. Pipefitter Foreman I, Larry Payne and his team excelled in DBR, Engine room bilge and deck drain piping repairs. The Spica is now the only AFS in the Pacific with sub-zero air-conditioning system thanks to the professional job on the freon expansion valves also completed by AC/R mechanics from Shop 38 led by Foreman Kin Quinata. Excellent progress on rewinding

of the main engine fuel booster pump motor by Shop 51.

In 1994, a Navy Blood Drive conducted by the Naval Hospital Guam Lab personnel, was held at the Docking Department's Training Room. Also, as part of the screening process, a blood pressure check was conducted. Some people that donated the "Life-saving fluid" were Cdr Alan Lerchbacker, XO SRF and Sparky Willemsen (CEAP/Wellness Coordinator).

SRF participated in the Senior Citizens "Manamko" Western Festival hosted by Agat residents and held at the Agat Community Center. SRF is Agat's Sister Village. Among the dignitaries present were Executive Officer Cdr Alan Lerchbacker, Command Master Chief Dale Strums, Agat Mayor Antonio Babauta, Santa Rita Mayor Greg Borja, and Lt Governor Frank Blas. The SRF personnel assisted candidates on and off stage during the festival's Mestiza (traditional dress) wear competition.

Life Giving Fluid. Lying down F-B: Raul Hinosa, Alvin Ogo, and Joseph Mendiola take time to donate blood at the Naval Regional Medical Center.

SRF Apprentice Graduates - Group 32

SRF Graduates Apprentice Group 32. The SRF graduated 23 apprentices at an Apprentice Graduation Ceremony held 11 February 1994 at the Orote Point Theater at Naval Station. Graduates of Apprentice Group 32 are: George P. Blas, Charles R. Bonds (Salutatorian), Ignacio P. Borja Jr., James J.C. Borja, Roberto M. Endrosa, Benjamin K. Gray, Michael S. Gumataotao, Karl J. Gutierrez, Crispin O. Guzman Jr., Raymond C. Inocentes, Protacio P. Juarez, Paul Q. Lujan, Joseph M. Mafnas, Generoso M. Manahan Jr., Jose A.M. Manalo, Daniel C. Manibusan, William J. Manibusan, Ian Okada, Bert D. Sablan, Daniel E.L. Taitano, Peter F. Torres, Irving C. Vida, and Vincent M. Villagomez (Valedictorian). In memory of fellow classmate Paul A. Pangelinan, Class Valedictorian Vincent Villagomez presented Joseph (Father) and Jennifer (Sister) Pangelinan with two plaques on behalf of SRF and his fellow classmates.

A dedication was made by Apprentice Group 32 in memory of fellow apprentice Paul A. Pangelinan.

Photo above show instructors, and Planning and Production personnel holding their completed training project, a 21-foot flame-bend bar which was originally flat and straight. L-R: Frank Gatto (instructor), Mark Corbilla, Antonio Pendon, Johnny Duenas, Greg Olaya, Clifford Smith (instructor), Maurice Ibanez, Joaquin Alcantara, Rodolfo Guzman, Felix Dolor, Reynaldo Mojica, Alix Bejerana, Bert Pilante, Ronald Quinata, Sulpicio Bartonico, Vicente Pangelinan, Ted Laureano, and Roque Torres.

Flame bending - Latest SRF Capability. In February 1994, SRF personnel completed the Flame Bending Training here at SRF. The instructors were Frank Gatto and Clifford Smith of Puget Sound Naval Shipyard (PSNS) Washington. The training provided personnel on the applications and limits of flame bending. According to SRF Engineering Technician Joe Browning, flame bending is the term used for the predicted and accurate movement of a metal part using the heat of oxygen/acetylene heating torches in a controlled manner by trained and certified operators. Its a tremendous asset for maintaining piping and flange alignment, straightening twisted plates and beams and many other applications. The term "Flame Bending" is used when referring to piping systems, and the term "Flame Straightening" is used when referring to structural plates and beams.

SRF turned over hazardous material (HAZMAT) operations and maintenance to the Fleet and Industrial Supply Center (FISC). Utilizing the the SRF HAZMAT buildings, FISC relocated all of its HAZMAT operations and opened its first Hazardous Minimization (HAZMIN) Center.

SRF Divers monitor controls and gauges for proper operation of the Recompression Chamber.

SRF Divers and Production Officer, Cdr Alan Lerchbacker, pose for a photo during one of their many physical training activities - Beach Volleyball.

Captain Eulogio C. Bermudes relieved Captain John L. Cuzzocrea as Commanding Officer of the U.S. Naval Ship Repair Facility, Guam at a Change of Command Ceremony held 15 July 1994 at the Orote Point Theater. Rear Admiral William T. Coyle, CINCPACFLT Maintenance Officer, served as the guest speaker.

Adios Captain John L. Cuzzocrea (right). Hafa Adai Captain E.C. Bermudes (left), the only native CO in the history of SRF. The Captains and their wives are shown cutting the cake.

A recent development allowed SRF to deal with the Government of Guam as a government entity. Under the Economy Act (Title 31, U.S. Code 1535), it allows SRF to enter into agency-to-agency agreements with Government of Guam agencies. As a result of this partnership, SRF opened its doors to Government of Guam and Private agencies for a capabilities brief and tour of Production Shops. SRF hosted visits for representatives from Public Utilities Agency of Guam (PUAG), Guam Telephone Authority (GTA), Guam Fire Department (GFD), Department of Parks and Recreation (DPR), and Continental Airlines.

National observance tribute to Prisoners of War (POW) and Missing in Action and their families. SRF paid tribute for POW/MIA during colors and stood still for a minute of silence. The tribute symbolizes the United States' commitment to tens of thousands of personnel missing in action during World War II, the Korean War and the Vietnam Conflict. It was the opportunity for all Americans to join in honoring former American POW's as well as those service members and civilians still unaccounted for and express their gratitude for the extraordinary sacrifices made on behalf of this country by the families of POW/MIA's.

BM2 Terrence Johnson (center) received a Certificate of Recognition from the Superior Court of Guam. Present at the ceremony were Sister Mary John (left) and Judge Alberto Lamorena (right).

BM2 Terrence Johnson was presented with a legislative resolution from the 21st Guam legislature for his outstanding volunteer efforts with the Parenting Education and

the Alcohol Education programs operated by the Superior Court of Guam. The resolution highlights that he served as a facilitator for the programs, conducting lectures for individuals with alcohol addiction problems and for parents to improve parent/child relationships. On hand to witness were his wife Rosemary Gose Johnson, their children Joselen and Darrel Jerome, mother-in-law, other family members, Guam Senators John Aguon, Elizabeth Arriola, Carl Gutierrez, Pilar Lujan, Jose San Agustin, SRF attendees Lt Michael Gochenour Code 700, BTCS Allen McCarver, and DCC William Waits.

Congratulations and Well Done to the following SRF Personnel who participated in the recent South Pacific Games (SPG) in Tahiti. Results are as follows: Machinist Roy Siongco- Gold medal in Bodybuilding; Sheet Metal Mechanic Apprentice Walter Gray- Bronze medal in Judo; Pipefitter Apprentice Clarence Lagutang- 4th Place in Men's Basketball, and Supervisory Accounting Technician Aiga Sotoa- Bronze medal in Women's Golf Team. Again Congratulations to members of the SRF SPG Team Guam.

In October, SRF took over maintenance, repair and certification of all shop overhead cranes, and also the operation and maintenance of SRF compressors, relieving work previously done by the Navy Public Works Center; whereby SRF utilized existing resources and most importantly, provided cost savings.

The Floating Drydock RICHLAND (AFDM-8) was transferred from an all military manning dock to 30-present civilian manning dock.

SRF takes on forklifts. Capt Cliff Davis, CO FISC, visited Capt Eulogio Bermudes to look over the first set of FISC forklifts that were repaired by SRF. Work performed resulted in forklifts having not only a "brand new appearance", but preserved the equipment for a longer period of use.

The working partnership between SRF and the Guam Power Authority (GPA) continues. SRF performed preservation and paint services on approximately 200 transformers.

In January 1995 the U.S. Naval Ship Repair Facility Guam, celebrated its 50th Anniversary. The event marked the golden anniversary of SRF. Rear Admiral David L. Brewer III, Commander Naval Forces Marianas, was the Guest Speaker at the commemorative ceremony held at Pierce Park. Events to mark the golden anniversary included a commemorative dinner Sunday, a golf tournament on Monday, volleyball and softball tournaments throughout the week, and concluded with an SRF open house on 21 January, followed by the ceremony.

Admiral David L. Brewer, III (right), is shown addressing SRF personnel at an all hands meeting. To his right is Capt Patch, CO SRF.

USS RICHLAND (AFDM-8) is shown moored at its usual site at SRF.

The all military crew of the AFDM-8, pose for a group photo.

Mr. Edward Muna (left) and Mr. Lloyd S. Haggard (right), Shop 38 Foremen, pose after receiving their "Outstanding Performance Award" in the Machine Shop.

Mr. Joseph Pangelinan, Shop 31 Foreman (center - holding a coupling), elaborates on the different types of work done in the Machine Shop, to the different Government of Guam agencies. On display are other materials manufactured or machined to specific criteria or dimensions. Looking on is Cdr Gerald Hammond.

SRF Job Transition Re-employment Assistance Center (JOB TRAC) Coordinator Joe Anderson (center) briefs Robert Darlow (left) and Irving Vida (seated), on the use of software programs at the transition center.

Once again, SRF has continued to "Change Lives, Share the Spirit", which was the theme for the 1995 Combine Federal Campaign-Overseas. Collections and pledges totaled up to $13,000. Federal employees had over 500 approved national and international voluntary agencies, as well as military on-base Family Support Programs and Youth Activity Programs.

Base Realignment and Closure Committee targets SRF for closure. Word came through that SRF and FISC were the two activities on Guam targeted for the next BRAC. With that, SMG began to develop a closure plan.

SUPPLY ADMINISTRATIVELY MOVES TO FISC!!! Pursuing the Navy's concept to consolidate functions, SRF took the lead in the supply field and transferred all the Supply billets to Fleet and Industrial Supply Center (FISC). A Memorandum of Understanding (MOU) was developed, stating no change in the work structure, and that all employees currently affected would remain at SRF.

It's official. BRAC '95 Legislation mandates the closure of SRF!!!

17 October 1995, the Job Transition Re-employment Assistance Center (Job Trac) opened its doors and in a matter of two months had received over 600 visits. The numbers have increased as more federal employees sought the services available. The need to establish a "Transition Center" for affected federal employees, stemmed from planning efforts by SMG. The Transition Center, which occupies SRF Building 2006, services all BRAC affected agencies here on Guam. The center provides federal employees with necessary resources and guidance to make informed

decisions about their continued career plans and achieving their desired goals. Representatives are available from Human Resources Office (HRO), Veteran's Affairs Office (VA), Department of Labor, and the Agency for Human Resources and Development (AHRD). Mr. Joe Anderson, SRF's Job-Trac Coordinator and Ms Zona Craig, FISC representative, encouraged all to utilize the services available. The center's motto is: "Understand Your Changes, Accept Your Challenges, and Control Your Choices".

"Inspiration for a Brighter Tomorrow" was the theme at a church service held in October 1995 at the Dulce Nombre De Maria Cathedral Basilica in Agana. The service was held as an inspirational support for command employees and their families during this difficult employment transition period. The command plaques of SRF, FISC, and PWC were displayed on the alter as a symbol for the commands' employees and their families. Captain Gregory Patch, CO SRF, and Commander Doug Poad, XO FISC, presented The Most Reverend Anthony S. Apuron command photos as a token their of appreciation for the historic service.

Captain Gregg Patch (center), and Commander Doug Poad, Executive Officer, FISC presents the Most Reverend Bishop Anthony S. Apuron command photos as a token of their appreciation for the historic service.

Hafa Adai Lieutenant Robert L. Williams. Lt Williams reports in as the new Supply Officer/Comptroller. His last duty station was at Naval Diving Salvage and Training in Panama City, Florida. With him is his wife, Griselda, and his four children, Robbie, Joshua, Sarah and Angelica.

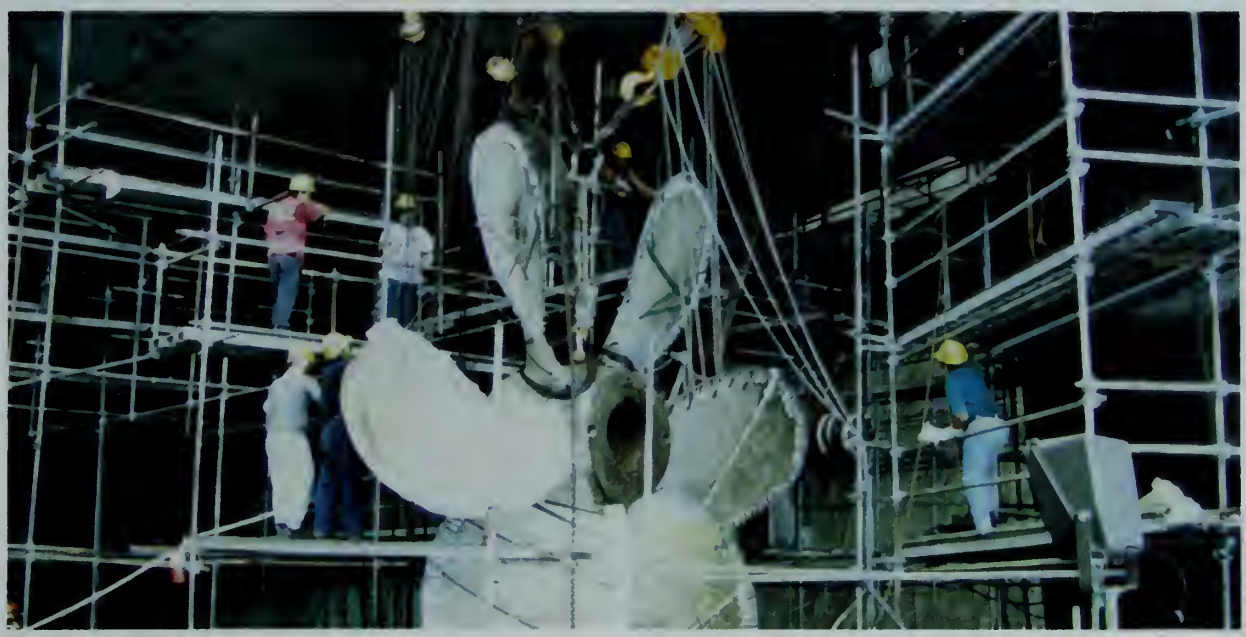
A BRAC Department was established at SRF to oversee and manage the BRAC closure process. This organization primarily consisted of the BRAC Officer and primary support staff necessary for real estate and personal property management, public works operations, budget development and oversight, environmental issues and project management. The scheduled workload at SRF had to be balanced with the expected personnel drawdown and losses through the March 1997 timeframe, mission cease date. Lcdr Gerry Hammond was assigned to that Department and became the first SRF BRAC officer.

"Making History With Dignity and Grace" by Captain Gregory R. Patch, Commanding Officer of SRF, Guam. The U.S. Naval Ship Repair Facility, Guam has had a long and proud heritage. As a result of BRAC-95, SRF's Mission Statement was revised to read: To provide quality industrial products and services and meet the direct closure date of 30 September 1997 as legislated by the Base Realignment and Closure (BRAC) Commission while maintaining our commitment to personnel and transition with dignity and grace. SRF Guam has established a positive and proactive program to assist its employees as they go through the employment transition process. Part of this program includes visits and presentations to government and private sector agencies, to present the SRF BRAC closure plans and actions now in progress to assist all SRF employees with transition to follow-on federal or private commercial employment.

In December, employees were granted the opportunity to "register early" into the Defense Priority Placement Program.

The USNS KILAUEA (T-AE-26) arrived at SRF in February 1996 for repair and overhaul on their deck machinery equipment which consisted of sliding blocks (6 each), topping winches (3 each), and the #5 and #6 cargo elevators. Other taskings were the repair and overhaul of their main propulsion and underwater systems. This included the shafting, strut and stern tube bearings, the propeller, and also the rudder. The combined efforts of the ship's force, technical representatives, and SRF personnel made the repair and overhaul process smoother and more efficient. The ship, after satisfactorily and successfully passing all the testing procedures required, undocked on 24 April.

USNS KILAUEA (T-AE-26) is shown in position at the entrance of the Floating Drydock, USS RICHLAND (AFDM-5).



Shop 72 Riggers remove the propeller from the USNS KILAUEA, one of the last ships to be overhauled at SRF.

One of two propeller shafts is shown being taken out during overhaul of its main propulsion system. One of the shafts alone weighed approximately 100,000 pounds, making the removal process a highly critical task.

Joe Akima and his crew, during the undocking of the KILAUEA.

Frank Quichocho, Supervisor I, Shop 72R, stops to pose for a picture.

Riggers in action during KILAUEA undocking.

On 24 April 1996, SRF and FISC hosted a Job Fair at SRF's Paint Shop. This fair was held for the benefit of approximately 950 personnel. There were twenty six Government of Guam and private firms who participated in the event. A fiesta style reception was held at Bullin Field Pavilion for everyone involved.

SRF Graduates Apprentice Group 34. 11 apprentices from Group 34 graduated on May 1996 at an Apprentice Graduation Ceremony held at Top-O-Mar. Graduates of Apprentice Group 34 are: Robert Abuan (Production Mechanic); Jerome Adawag (Production Mechanic); Jesse Baldwin (Machinist); Peter Candaso (Welder); Andrew Cruz (Rigger); Robert Darlow (Marine Electrician); Melchor B. Delin (Sheetmetal Mechanic); Norman Flores (Machinist); Gary Larrabe (Marine Machinery Mechanic); John Meyers (Rigger); and Daniel Paz (Insulator/Shipwright).

Group 34 graduates pose for a picture in the Main Conference Room. Front row L-R: Daniel Paz, Robert Abuan, Peter Candaso, John Meyers, and Jesse Baldwin (not shown). Standing L-R: Cdr Chuck Doty, Executive Officer; Gary Larrabe, Robert Darlow, Jerome Adawag, Norman Flores, Melchor Delin, Andrew Cruz, and Capt Patch (not shown), Commanding Officer.

Group 34 Graduation Cake.

Group 34 graduates during cake cutting ceremony. At left is Senator Joanne Brown.

SRF worked on Guam Power Authority's (GPA) main circulating pump. Top photo shows the pump when it arrived from GPA. Bottom photo shows the pump after repair and overhaul, being installed in its foundation at GPA.

A Fishing Derby was sponsored by SRF to help raise funds for the History Book. The derby was coordinated by Chiefs Pat Garvey and Frank Whittler. Prizes were presented to winners in various categories.

Photo of children who participated in the Fishing Derby. Parents had to accompany their children for safety purposes.

Prize Winner Joshua Westfall receives certificate from Chief Pat Garvey (left) and Capt Patch (right) in the Fishing Derby.

Angela Young receives a certificate for winning the Most Weight caught. On hand to witness the presentation are L-R: Chief Pat Garvey, Sam Young, Chief Dave Young, Angela, Capt Patch, and Chief Frank Whittler.

SRF held a Retirement Ceremony at Pierce Park on 21 June 1996 for approximately 26 retirees. A local fiesta style reception was held especially for this memorable occasion.

Capt Patch is practicing his "moves" during the entertainment portion of the Retirement Ceremony. On the left is Keomi Kaai.

Capt Patch congratulates and presents a plaque to Romero San Agustin, Comptroller Department, on his retirement from federal service. Looking on are L-R: Mr. Joe T. San Agustin (LRA); Mr. Tony Babauta (Mayor of Agat); Lcdr Gerald Hammond (BRAC Officer); and Capt Patch.

Mr Jim Brown (center), Rigger Foreman Shop 72, during his retirement ceremony. On hand to witness this event are L-R: Mr. Greg Cruz, Services Group Superintendent; Capt Patch, CO SRF; Mr. Brown, Mrs. Brown, and their daughter Joanne Brown.

Port Authority of Guam (PAG) selected SRF as their adopt-a-military command, for Labor Day '96. Photo above shows Gregorio Sanchez (second from left), Capt Patch, CO SRF (center), and Eulogio Bermudes, General Manager PAG (right), inside the table made by SRF in the image of a floating drydock.

Gregorio Sanchez (left), Mike Baza (center), and Eulogio Bermudes (right), pose in front of the table made by PAG, in the image of a ship. Overall, the table theme has the PAG ship coming out of the SRF drydock.

Divers are shown just before taking the barge to Agat, to sink and use as an artificial reef.

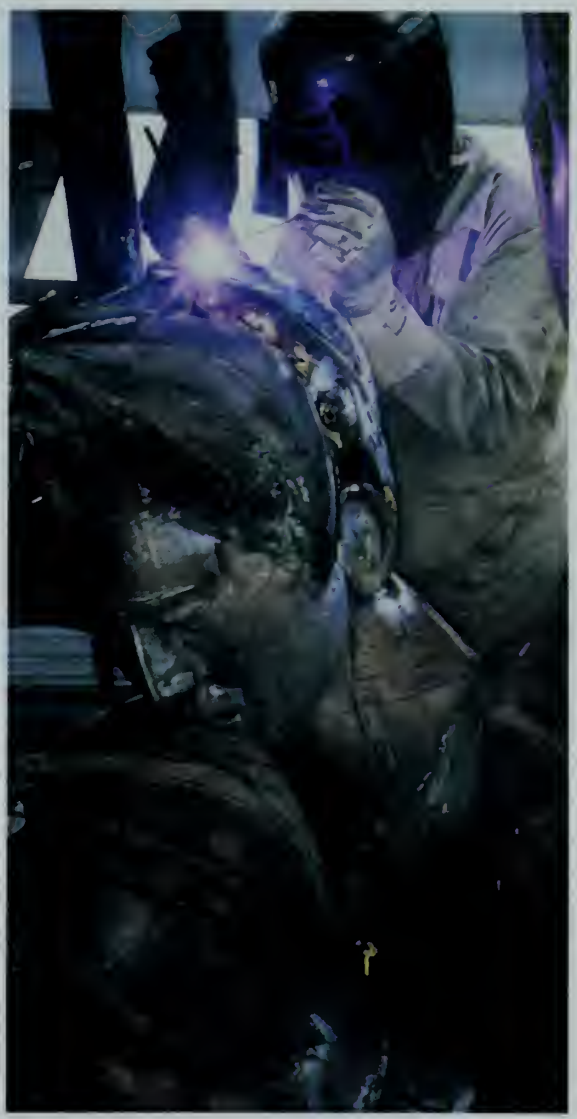
Divers in Action

Group photo of the Divers during a ceremony held in the Main Conference Room.

"PUNTAN DOS AMANTES" (TWO LOVERS POINT)

SRF repairs the "Puntan Dos Amantes" or Two Lovers Point Statue which is located in Harmon, one of many visiting sites for tourists.

The much needed repairs were due to the typhoons and earthquakes which has raised havoc on the island. The statue which is approximately 25 feet high, was transported to SRF via a flatbed truck, and was off-loaded in the Structural Group's welding shop for the much needed repair.



The statue is made of steel I-Beam support, and copper sheathing. This required special work because of the type of metal. Heli-Arc or Frequency Welding was done by Shop 26. Repairs were made from head to toe on the statue. Seams were repaired, and some patches were replaced and welded. An acid wash was done in order to remove the corrosion on the copper sheathing surface and seams.

SRF Graduated Apprentice Group 35 on 27 September 1996 at an Apprentice Graduation Ceremony at Top-O-Mar. Guest Speaker was the Honorable Carl Gutierrez, Governor of Guam. Their program was accelerated due to the closure of SRF. Graduates of Group 35 are: Albert Abadam (Shipwright); Gary Aguon (Welder); Royce Amuan (Machinist); Darwom Bautista (Shipwright); Frank Bernardo (Shipwright); Benjamin Calimpong (Pipefitter); Dennis Capulong (Insulator); Michael Cartaciano (Production Machinery Mech); Tina Marie Cera (Boilermaker); Michael Davis (Marine Machinery Mech); Paul Diaz (Welder); Robert Dickerson (Welder); Larry Duenas (Boilermaker); Vincent Duenas (Rigger); Edward Erwin (Rigger); Achilles Gallo (Shipfitter); Paul Heflin Jr. (Rigger); Patrick Hill (Production Machinery Mech); Johnny S. Iglesias (Boilermaker); Clarence Lagutang (Pipefitter); Ronald Lehman (Welder); Eleanor Lucero (Sheet Metal Mech); Henry Manglona Jr. (Toolroom Mech); John Maurer Jr. (Electrician); Joseph Mendiola (Rigger); Stephen Moquin (Sheetmetal Mech); Thomas G. Perez , Valedictorian, (Pipefitter); Joselito Redila (Sheetmetal Mech); Rannie Reyes (Boilermaker); Freddie Rivera (Pipefitter); Arnel Salvador (Pipefitter); Chris Sumrall (Insulator); Benjie Tablazon (Sheetmetal Mech); and Peter Taimanglo (Rigger).

Thomas G. Perez, Valedictorian, cuts the cake during the graduation reception.

Group 35 pose for a picture in Shop 72.

Before the graduation ceremony ended, Group 35 stood and gave their families, friends, and co-workers a round of applause in appreciation for all their support.

Supply Department employees hosted a ribbon cutting reception at the opening of Building 2109. Shown cutting the cake is Capt Patch. Assisting him is Lt H.A. Brackenridge, Supply Officer.

Supply/Comptroller Department pose for a picture during their office Christmas Party.

Planning Department, Code 200 (P&E, Type Desk, Tech Library) Awards Ceremony. Presentation of awards was made by Capt Patch.

Machinery Group, Shop 38 Retirement Ceremony. Presentation of plaques was made by Capt Patch, CO SRF, and Joe Castro, Production Group Superintendent.

SRF Code 400, Environmental Control Department.

At left, Captain Patch, CO SRF holds up the bottle of champagne moments before the christening of the newly installed cranes on board the USS RICHLAND (AFDM-8). Assisting him are Joe Napalan, Shop 06 Foreman (3rd from left), Nhuy Van Troy (behind Napalan) and Gene Lone (far right). Also present at the occasion are Cdr Jesus (Rod) Rodriguez, XO SRF, and Greg Calvo, General Foreman Shop 06.

At right, Capt Patch operates the cranes, forward and aft on its tracks, moved the boom up and down, lowered and hoisted the main and auxiliary hooks, and even rotated the whole cab inboard and outboard. Being a "first" for him, he was excited and thrilled to have experienced operating a unique and valuable piece of equipment.

At left, champagne splashed all over, wetting Capt Patch and those around him. In the background, Cdr Rodriguez and Greg Calvo gives the "Thumbs Up" signifying the success of the crane's christening.

LAST WALK-THRU ON YR-77. On 28 March 1977, Capt Gregory R. Patch, CO SRF, made his final "walk-thru" of the last ship to be undocked at SRF. He was escorted by Cdr Charles Doty, Production Officer, and Lcdr Jesus Rodriguez, Planning Officer. He toured the ship, spoke to the personnel working onboard, praised them for their hard work and dedication, and thanked them for completing scheduled repairs on the ship. The YR-77 will be towed to Pearl Harbor Naval Shipyard in Hawaii, where it will be used as a "floating hotel".

SRF's military, non-supervisory Woman of the Year award was won by EM3 Arcenia D. Kumar, who works as the Executive Assistant to the Operations Officer. EM3 Kumar has proven herself to be a thoroughly competent, diligent, dependable, and valuable employee of the Ship Repair Facility, traits she brought from her previous assignment of the USS FRANK CABLE (AS-40). She came to SRF on a temporary assignment with little notice, no inkling of what her duties would be, and no prior experience in an industrial facility environment. In eight months time, her accomplishments have been no less than outstanding. She has become an integral part of our administrative team, specifically responsible for a wide range of duties.

SRF's civilian, non-supervisory Woman of the Year Award was won by Ms Bernice S. Rodriguez, Insulator Shop 41. She began her career in the federal service at SRF as a Shipwright Apprentice in August 1984. Her duties included erecting temporary working platforms tailored to the job, setting up structures for ship's docking evolutions, and fabricated and repaired (rough carpentry) wooden structures such as boat skids, separators, and cradles. Upon completion of her Apprenticeship Program, Ms Rodriguez not only gained journey person status as a Shipwright, she also earned college level credits. She is married to Jesse A. Rodriguez, who also worked at SRF as an Electronics Mechanic in Shop 67, and have one child.

EM3 Arcenia D. Kumar

Ms. Bernice S. Rodriguez

An SRF Retirement Ceremony was held in March at Pierce Park. Photos on this page show (top) Capt Patch addressing the audience, (middle and bottom) retirees and their spouses during the National Anthem.

Typhoon Isa Headed Our Way. On 14 April, the first typhoon warning for the year was issued to the Island of Guam. Winds were estimated at 40 mph with gusts to 60 mph. Personnel around SRF began an all out to secure SRF. Photos above and below show just one of many preparations required prior to arrival of a typhoon. Riggers are shown securing a pusher boat on the pier.

Frank Perez, Shop 26 Welder, cuts out a 2 inch thick square plate with a cutting torch.

Shop 26 Welder burns off the rough edges from a 2 inch thick round plate, while Ted Perez (Safety Officer), and Joe Tedtaotao (Welder Foreman), ensure that safety procedures are adhered to.

A victim of a diving accident is being moved from the Divers' boat to the back of a truck for transfer to the SRF Recompression Chamber.

SRF Divers prepare the victim for entry into the Recompression Chamber for treatment.

SRF Divers monitor the gauges of the Recompression Chamber while victim is undergoing treatment inside.

The Machinery Group which consists of Shops 06 (Production Machinery Mechs, Toolroom Mechs), Shop 31 (Machinists); Shop 38 (Marine Machinery Mechs); and Shops 51/67 (Electricians/Electronic Techs), pose for a group photo after an awards presentation made by Capt Patch.

The Services Group, which consists of Shop 72 (Riggers and Crane Operators); Shop 64 (Shipwrights and Carpenters) and Shop 71 (Painters and Laborers), pose for a group photo during an awards presentation made by Capt Patch.

The Structural Group, which consists of Shop 11 (Shipfitters), Shop 17 (Sheetmetal Mechs); Shop 26 (Welders); Shop 41 (Boilermakers and Laggers); and Shop 56 (Marine Pipefitters), pose for a group photo after an awards presentation made by Capt Patch.

Supply/Comproller Dept is shown here during a farewell luncheon for Leslie Steele held at Top-O-Mar.

Lt Robert Williams, Code 500/600, Supply Officer/Comptroller, is shown here posing for a picture in the CO's office. As SRF downsized, he took on additional duties as Code 800, Administrative Officer, and Code 110, ADP Officer.

Presentation of plaques and certificates was made to the following retirees: Cliff Castillo, Kin Santos, Kin-do Quinata, Larry Aguon, and Tim Sisserson. In attendance were Joe Castro, Capt Patch, Cdr Doty, and Julie Valdez.

Captain Gregory R. Patch is shown pinning Lieutenant Bars on Ltjg Natasha Smith, Code 400. The ceremony was attended by the staff of Code 400 and BRAC personnel. A reception was held afterwards in honor of her promotion.

Military Awards Ceremony held in the Main Conference Room

BRAC office personnel

SRF CLOSURE AND TRANSITIONAL CEREMONY
03 JULY 1997

"MAKING HISTORY WITH DIGNITY AND GRACE"

U.S. NAVAL SHIP REPAIR FACILITY, GUAM

SRF personnel are shown preparing the main stage for the ceremony.

Governor Carl Gutierrez addresses the audience during the ceremony. Behind him L-R: Capt Gregg Patch, Rear Admiral Martin E. Janczak, and Rear Admiral James L. Taylor.

Rear Admiral James L. Taylor, Commander in Chief, U.S. Pacific Fleet Maintenance Officer, was guest speaker for the ceremony. Behind him are L-R: Governor Carl Gutierrez and Lieutenant Governor Madeleine Bordallo.

Rear Admiral Janczak addresses the audience during the ceremony. Behind him L-R: Rear Admiral Taylor, Gov Carl Gutierrez, and Lt Gov Madeleine Bordallo.

Captain Gregory R. Patch, CO SRF, addresses the audience during the ceremony. Behind him is L-R: Rear Admiral Janczak, Rear Admiral Taylor, Gov Gutierrez, and Lt Gov Bordallo

Mr. Paul Bordallo, GEDA, addresses the audience during the ceremony. Behind him L-R: RADM Taylor, Gov Gutierrez, and Lt Gov Bordallo.

The Guam Territorial Band plays during the ceremony.

Photo shows employees, families, and guests in attendance at the ceremony.

Raising of the Guam Flag

Guam National Guard representatives and SRF representative Al Cabrera, raise and lower the flags.

Photos on this page show the lease signing portion of the ceremony by Governor Gutierrez and RADM Taylor, and a group photo at the conclusion of the ceremony.

"MAKING HISTORY WITH DIGNITY AND GRACE" and "TRANSITIONING TO THE FUTURE" was the theme inscribed on the ceremonial cake.

Here they joke about who is going to lick the icing off the sword.

Cutting of the cake was made by L-R: Governor Gutierrez, RADM Taylor, RADM Janczak, and Capt Patch.

Governor Carl Gutierrez (center), presented the "Ancient Order of the Chamorri" to Captain Gregory R. Patch (right). This award is the highest honor given to a non-Chamorro for outstanding accomplishments and contributions to the island. Witnessing the presentation is RADM James L. Taylor (left).

Guam Ship Repair Facility

(All the photos of the SRF Closure and Transitioning Ceremony were taken by PH3 Andrew Meyers from Fleet Imaging Center, Pacific.)

SRF CWRA Closure Dinner Dance Cake

The U.S. Naval Ship Repair Facility, Civilian Welfare and Recreation Association (SRF CWRA) hosted its last Dinner Dance at the Hyatt Regency Hotel Ballroom the night of 03 July 1997. Special guests that night were RADM J.L. Taylor, Professor and Mrs. Dirk Ballendorf of the University of Guam, and Captain and Mrs. Robert Miller, CO FISC.

Special Thanks to entertainers Jessie Bias and Ruby Santos, who sang a few songs (i.e. "Island Style") for the audience.

Lieutenant Robert L. Williams delivers the Invocation.

L-R: RADM J.L. Taylor, Mrs Clare Patch, and Capt Gregg Patch, during welcoming remarks at the CWRA Closure Dinner Dance.

Head table where special guests were seated. At far right is Lcdr Rodriguez, XO SRF.

The dance floor was packed for the Electric Slide.

U.S. Naval Ship Repair Facility Guam, History Book Committee members are L-R: Ray Gutierrez, Nick Langas, Carol Terlaje, Captain Gregory Patch, Professor Dirk A. Ballendorf, Chief Mark Weidemeir, and Bobbi Duenas. Not pictured are Chief Richard Kirvan and Lee Edquilane.

CHAPTER 7

CIVILIAN WELFARE AND RECREATION ASSOCIATION (CWRA)

CIVILIAN WELFARE AND RECREATION ASSOCIATION (CWRA)

The Department of the Navy encourages the establishment of well-rounded morale, welfare and recreation programs and activities for all its military and civilian personnel. Thus the establishment of the SRF Civilian Welfare and Recreation Association (CWRA).

The objectives for the association are: Sponsor suitable welfare programs and recreational and social events desirable in fostering a spirit of good fellowship, and maintaining a high degree of morale among the civilian and military personnel of SRF; Continuing effort shall be exerted toward increasing the quality and quantity of recreational facilities made available to activity personnel; Association sponsored events shall be promoted for attendance by members of the association and other personnel as approved by the Commanding Officer, SRF Guam.

All permanent employees, temporary workers, student aides, and those detailed at SRF, are considered members of the association. Membership terminates upon separation or termination from employment at SRF Guam.

Some of the standing committees established within the association are: Social committee, Sports and Recreation committee, and Wellness committee.

Some personnel who have held the position of Chairman/President, CWRA over the years are: Joe Perez, Bill Payne, Greg Calvo, Raymundo Cruz, Paul McDonald, Al Calvo, Annie Santos, Ken Mesa, Danny Keith, Kathy Kuper, and Nick Langas.

Wellness Committee

The Wellness Coordinator for approximately three years was Ms. Sparky Willemsen. She had the job of informing and updating employees of SRF in the field of personal wellness, health, and recreational activities. Individual as well as group counseling was also made available when needed. She implemented programs such as lunch and afterwork walk-a-thons at SRF. She had lunch time aerobic classes using video tapes with aerobic workout instructors, as well as having a Shop Wellness Cup Tournament.

Ms. Sparky Willemsen

The Shop Wellness Cup Tournament featured all interested shops willing to participate in billiards, volleyball, and table tennis. Personnel from each shop challenged other shops in all three sports. Points were garnered through each event and the shop with the highest total points was the tournament champion. The winner of this tournament went to: Code 910 (Shops 11,17,26,41,56). Team members were:

Timothy McDowell
Tony Crisostomo
Felix Ungacta
Joe Naputi Jr.
John Camacho
Kevin Abraham
Larry Lorenzo
Frank Perez
B.J. Quichocho
Jesse V. Santos
Tony Baleto

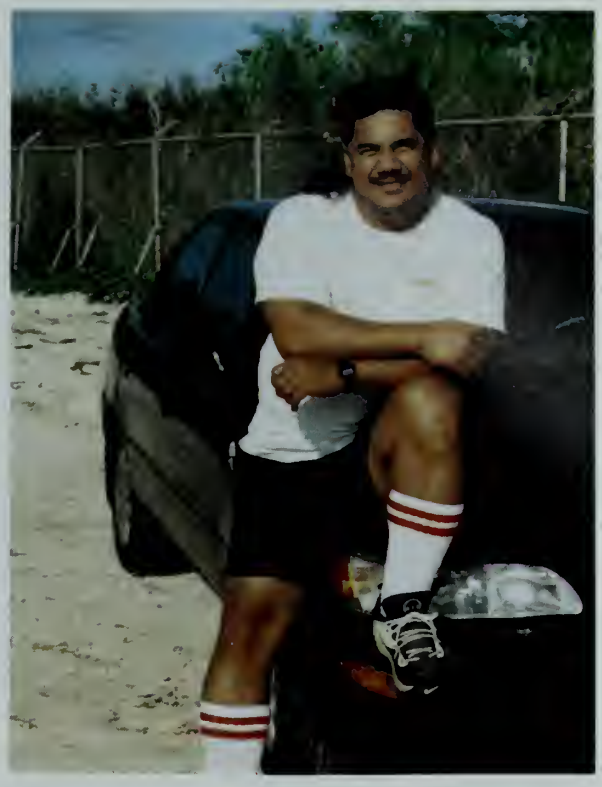
Judges of each event and tallying of points were accomplished by the Sports Committee headed by Nick Langas. The judges were: Tony Crisostomo, Hilary Toves, Jesse Perez, Ray Gutierrez, Frank Rios, Tony Naputi, Tony Gumataotao, Dan Dulla, Andrew Asuncion, Dan Taitano, Joe Mendiola, Richard Ramirez, Bert Sablan, Jesus Lujan, Tim McDowell, and Tony Babauta. This committee was given special thanks and praise by Ms. Sparky Willemsen and Captain John L. Cuzzocrea, Commanding Officer of SRF. A picnic was held at Reserve Craft Beach (SRF RCB Beach), to honor the champions of this tournament, and all who participated in it. The champions received individual trophies while the runner-ups (second and third place), received team trophies.

Lunchtime volleyball at SRF. Three courts were used enabling 6 teams to play. Photo above shows Jesse Perez officiating the game between Topside Planning Dept (backs toward photographer) versus Machinery Group Shop 31.

Sports and Recreation Committee

The Sports and Recreation Committee, established in 1985, has always been headed by Mr. Nick G. Langas of Code 930/Shop 38, Marine Machinery Group. This committee's function was to organize sports and recreational activities for employees of SRF, i.e. lunch time and after work sports programs/games, fund-raisers, command team sponsorship, as well as beer busts and bar-b-ques.

During command sponsored functions at SRF park or beach (i.e. Family Day Picnic, Bar-B-Ques, and Bear Busts, etc) this committee sets up sporting events to provide entertainment for the employees, their families, friends, and guests. Some of the events provided are: horseshoes, darts, tug-o-wars, volleyball, and slowpitch softball games. Sports equipment for these events are purchased by the committee under the CWRA umbrella.



Mr. Nick Langas

This volleyball game, one of many sponsored by CWRA, shows Willie Cefre attempting to block the ball while Phil Rivera (same team) looks on. Jesus Lujan is shown trying to get out of the way, while Roke Damian (behind the spiker) keeps a watchful eye on the play.

Lunchtime Volleyball: This lunchtime activity has been ongoing since the 1970's era. Of course back then, lunchtime was a full hour. At one time there were three volleyball courts being occupied due to the numerous amount of players willing to come out, sweat a little, use this time for a little physical workout and stress relief, or just to come out and have fun. The big boys of that ere were: Robert and Joe Pangelinan (brothers), William Roy Chargualaf, Willie Cefre, Joe Naputi, Pete Reyes and many others. During the 1980's to 1990's, lunch time was only forty minutes long. Intramurals were even implemented for shops to play against each other for an award such as a trophy.

Structural Group showed their strength behind the agile abilities of Tony Crisostomo, Tony Babauta, Pete Langas, John Aguon, Kevin Warford and their supporting cast.

Machinery Group had the versatile players in Joe Pangelinan (master of the "wallop" and the "hala"), Ray Gutierrez, Lloyd Haggard, Francis Bersamin, Frank Nauta, Andrew Ascuncion, Joe Catahay, Len Salas, Scott Cruz, and the rest of their team-mates.

Electrical/Electronics Group had the "Crank it Up" crew of Jesse (Awesome) Perez, Tony Gumataotao, Julian and Roke Damian (brothers), Willie (Crank It) Cefre, and the others who contributed to the formation of the team.

Services Group played with heart and determination behind the leadership of Hilary (MVP) Toves, Jimmy (Deche) Castro, Ed Villanueva, Fraim Leon Guerrero, and their fellow team-mates.

Planning Department (Topside) was blessed with the talents of William Roy (Hammer) Chargualaf, Richard (Giant) Rivera, Joe Castro, Vic Reyes, Carlos Concepcion, Coach Seymour Payne, George Ishmael, and the other members of the team.

Richard (the Giant) Rivera (at right) is shown smashing a spike to the opponent while team members Herb Salumbides (to the right of spiker), and Bert Sablan (to the left of spiker) both look on. At left is Tony Gumataotao attempting to block the spike.

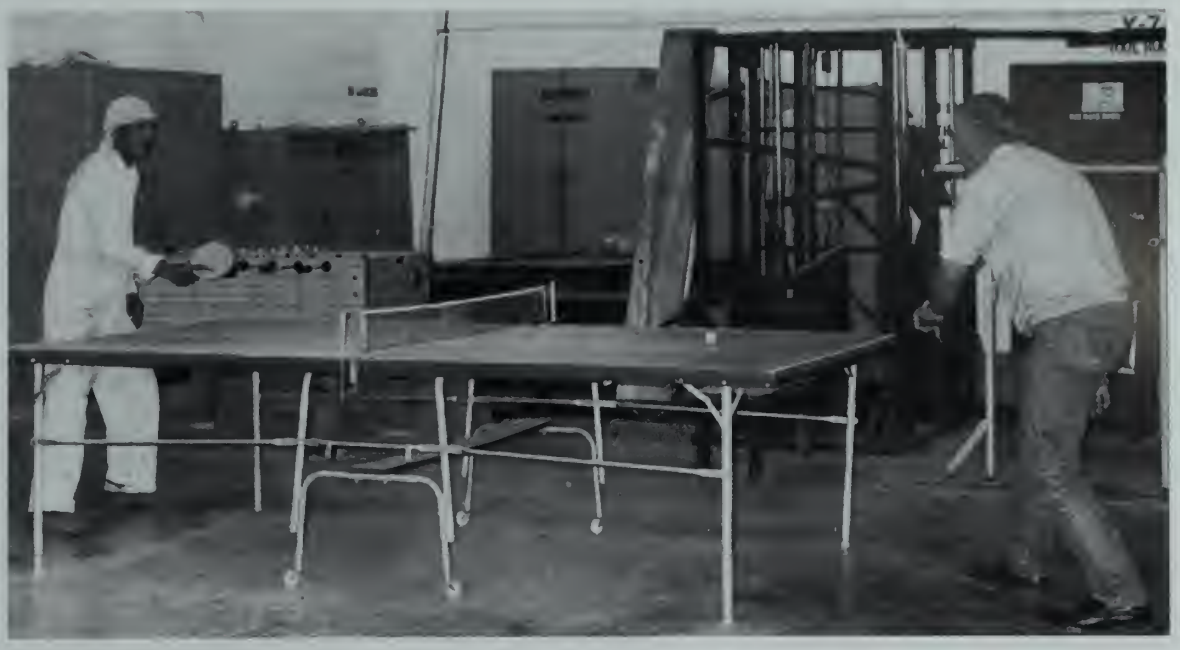
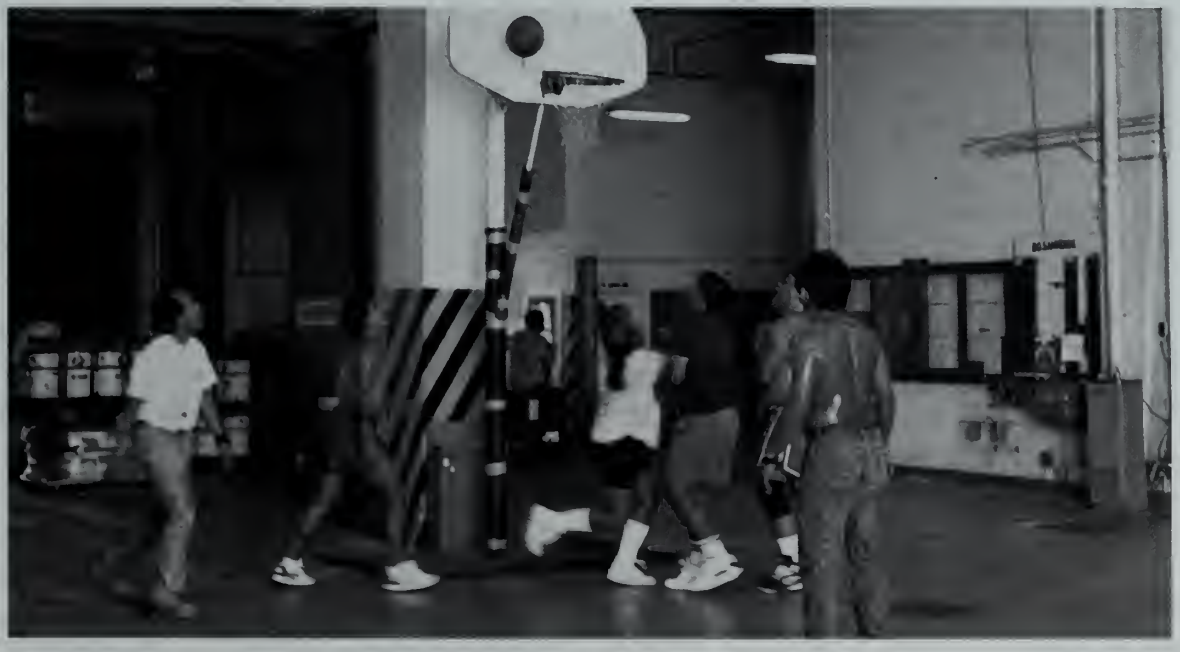


Table Tennis or Ping Pong was also played at lunchtime. Photo above shows Jesus (pare') Mafnas serving to Tony (Sam) Samiliano, both from Shop 71. Photo below shows shop personnel playing basketball, also during lunchtime. Here is where we see the Michael Jordan, Magic Johnson, Larry Bird, or even Karl Malone "wanna-be's" Everyone is encouraged to participate during these activities for health and recreational purposes, i.e. stress relief, physical conditioning, relaxation.



Pictured above are SRF's Softball Champions from the Electrical/Electronics Group. L-R: Tony Flores, Roke Damian, Tony Gill, Richard Edwards (holding trophy), George Ishmael, Ben Perez (Group Superintendent of Electrical/Electronics Group), Manny Torres, Roy Camacho, Richard Rivera, Tony Perez, and Mike Leon Guerrero.

SRF Slowpitch Softball Intramurals: The Intramurals (played after working hours) from 1985 until 1995, was coordinated by Nick Langas. He, along with the help of Larry Aguon, Tom Torres and Felix Chaco, made the Intramurals a huge success. Entrance fee costs from each team was used to defray the costs of trophies presented to the top four teams of the league, a good-sportsmanship trophy as well as the most home-run trophy. SRF shops were encouraged to participate but as the years went on, we invited other commands to join our Intramurals to promote better working relationships and camaraderie.

SRF teams consisted of players from shops/codes:

C-910	Brew Crew
C-930	Fubars
C-930	Bad Company
C-950	Shockers
C-970	Pacers
X-06/99	99ers
C-200	Topside
C-700	Dockers
Officers/Chiefs	Khakis

Teams from other Commands:

Public Works Center	PWC Maint
Public Works Center	PWC Transp
NSD/FISC	NSD/FISC
Army Reserve	Reservists
Morale, Welfare, Rec	MWR
Port Operations (Navy)	Port Ops
USS Haleakala (AE25)	Bombers

Intramural Champions and Runner-up Champions:

Year:	Team:
1985	C- 930 Getmin / C-970 Pacers
1986	C-950 Sunshiners / C-200 Topside
1987	C- 910 Steelers / C-930 Bulacheros
1988	C-200 Topside / C-910 Steelers
1989	C-930 Bulacheros / C-970 Pacers
1990	PWC Maint / C-910 Brew Crew
1991	C-910 Brew Crew / C-930 Bad Co.
1992	C-930 Bad Co. / PWC Maint
1993	C-910 Brew Crew / C-930 Bad Co.
1994	C-930 Bad Co. / C-910 Brew Crew
1995	FISC / C-930 Fubar

SRF 1990 Thanksgiving Softball Tournament Results:

1st Place:	Code 930 Buddies
2nd Place:	PWC Maint Bad Boys
3rd Place:	Shop 99 Starters
4th Place:	Code 200 Topside Reds

Most Valuable Player: Kin-do Quinata (Code 930 Buddies)

Tournament Coordinators:
Nick G. Langas/Felix Chaco
Tom Torres/Larry Aguon

Eddie (Buck) Quintanilla is shown advising his second baseman to tag the runner who has slid past the bag at second. Umpire behind second base watches closely to determine the call. At center field is Paul McDonald, Shop 71, and at right field is Tony Baleto, Shop 26. The game was played downtown, at Agana's Paseo Softball Field.

Code 930 Getmin team captured the SRF's Slowpitch Softball Intramural Championship. Front row L-R: Tommy Reyes, Len (Lion) Salas, Pedro Aguon Jr, Fred Alig, Kindo Quinata (Coach), Al Pisaro, and Subero Calero. Back row L-R: Jesse (Maca) Santos, Pedro (Lache) Aguon Sr, Pete Langas, Jesus Balajadia (Manager), Nick Langas, Richard Landgraf, Mario Sarmiento, and Jimmy (Deche) Castro. Photo was taken at SRF's Bullin Field.

Photo above shows Captain John Cuzzocrea, CO SRF, throwing the first pitch to start the 1993 SRF Slowpitch Softball Intramurals which featured teams from SRF, PWC, NSD, Port Operations, MWR, and the AFDM-8 Drydock. This annual event, held after work, started in the 70's with only the SRF shops participating. In the 80's, the League was opened up to include other DOD activities.

Photo below shows some of the members of an all-female team from SRF. Front row L-R: Hilda Mantanona, Angel Quintanilla, and Christine Babauta. Back row L-R: Gloria Hudson, Carmen Quintanilla, Patty Santos, Carmen Garrido, and Julie Rivera. This team actually beat some of the men's teams.

Mr. Frank (Tight) Rios (at left) of SRF Shop 67 holds his championship trophy after winning the Islandwide Master's Racquetball Tournament. In addition, he has participated in the Master's Racquetball Tournament in Arizona, where he placed 2nd in both individual and team standings. He also enjoys table tennis, softball, basketball, and biking.

Raymond Santiago, CTR, Albert Cruz, Shop 72L and Michael Davis, Shop 38 (bottom left photo) are shown during a bar-b-que celebrating the final job performed on the YR-77 Barge, relaxing and talking about the past, present, and future of SRF.

Cdr Charles Doty (bottom right photo), Production Officer, gets ready to belt a homer during an SRF Slowpitch Softball Intramural game. His team, Khakis, won the game but the other team had more runs. Catching is Christine Babauta, Supply Dept, while Nick Langas is shown officiating. The game was played at SRF's Bullin Field.

Photo above shows Rick Taijeron, Shop 51, putting for a birdie. Steve Kang (center) and Joe Cruz (right) are both hoping the ball does not go in. Below, Kenneth Chang, Shop 26, practices his form before swinging away. Both photos taken at the Admiral Nimitz Golf Course in Barrigada.

CWRA Sponsored Activities

When a Command sponsored party or get-together is planned, CWRA is often asked to help defray the cost of the party. Coordinating details such as preparations, decorations, setting up, and even cleaning up after the party are but a few of the things the association participates in.

RESERVE CRAFT BEACH (SRF RCB): This beach has two large pavilions, north and south. Each pavilion has its own restroom and shower room. They are equipped with power, lights, telephones, running water, bar-b-que pits with grills, and wash basins. The south pavilion has a walk-in kitchen with a refrigerator, and a lock on the door for safekeeping. Each pavilion has its own sand volleyball court. The swimming area is surrounded by floaters to safeguard the swimmers, and to provide boaters, water skiers, and jet skiers, the designated swimming area boundaries.

Swimming area is roped off with floaters to keep water or jet skiers, and boaters from endangering the swimmers.

North Pavilion at RCB Beach

South pavilion at RCB Beach. The tarp used for the roof was made at SRF's sail loft, Shop 74. SRF picnics, get-togethers, bar-b-qués, fund raisers, goin away and welcome aboard parties are usually held here. Its location is secluded but fenced in for security purposes. Overnight camping and fishing are also allowed.

FAMILY DAY PICNIC: This was an annual picnic, held on the 4th of July at Reserve Craft Beach (SRF RCB), for all employees (both civilian and military) and their families. Game and food booths were set up to get a chance to dunk either the CO, XO, Production Officer, Planning Officer, or any one of the Group Superintendents.

Herb Salumbides (above) tries to pop as many balloons as he can to win a prize for his boys. Looking on is Aiga Sotoa, Comptroller Dept. Although blindfolded, children still lined up to take a turn at hitting the "Pinata" (photo below). The pinata holds candies, gum, and toys, and when broken, is free-for-all, allowing the kids to grab as much as they possibly can.

BAR-B-QUES and BEER BUSTS: After certain long overhauls or availabilities (PMA's), employees like to celebrate completion, and relieve some stress with a get-together at the park or beach with fellow workers and/or with the ship's force personnel.

They talk about and even laugh at the long and hard tasks they accomplished, even though they weren't laughing while they were performing their tasks at hand. SRF personnel provided the fiesta style food and desserts, while the ship personnel were tasked to provide the refreshments (beer and soda). This turn-out resulted in everyone having a great time.

Maurice Ibanez is shown smiling at the photographer as he fills his plate up with as much as it can hold. Joey Gumataotao is in line behind him, and Ed Bongato is walking around him to get to the food.

Here, a bar-b-que committee is shown turning spare-ribs, chicken, hot dogs, and corn on the cob wrapped in foil.

The bar-b-que gang from Shop 67 (above) prepare and cook the food for a get-together after work. L-R: Tony Guerrero, Mike Leon Guerrero, Greg Salcedo, and Tony Perez. The skipjack which Tony Guerrero is holding will be bar-b-qued after the three guys are done with the steaks, chicken and spare ribs. Tony caught the fish the night before while fishing aboard the AFDM-8. What great timing...catching the skipjack for a bar-b-que the next day!

Getting together after work, talking about the day's events, joking amongst each other, re-visiting past memories, and chugging a six-pack of barley soda, are just some of the things the boyz in the photo below are all smiles about. One can tell if enough barley soda was consumed because the same stories are repeated all night long. L-R: Roy Chargualaf (hid his barley soda so as not to incriminate himself), Tom (Rocks/Levis 501) Torres, Joe (Binado) Aguon, and Felix (Lele/Dacon...err I mean Deacon) Chaco. Behind him is Captain Benjamin E. Julian, CO SRF.

Ms. Annie C. Santos, Shop 74, shows the woven leaves for the roof section of the hut. Behind her is Mr. Greg (Deda) Leon Guerrero, drinking a refreshing cup of tuba (local brew), and taking a breather from the hard work he has done so far.

Local artist "J.D. Crutch" and his group perform for the local community. He sang some songs in Chamorro, and some in English for the benefit of those who did not understand the lingo.

Al Calvo is shown here giving Senator Madeline Bordallo (a judge for this event), a tour of SRF's hut built from natural material (no nails, tin, nuts/ bolts, ropes). Behind Senator Bordallo is Meding Snyder.

Miss Sonya C. Duenas represented SRF, vying for the title of 1992 Guam Liberation Day Queen. She is the daughter of Johnny and Bobbi Duenas, both employed at SRF Guam.

Ms. Duenas is shown riding her float down Marine Drive. The float was designed and built by employees of SRF. Of the 22 candidates she was the only one sponsored by a military command.

Ms. Duenas is shown here thanking Captain William G. Speed, CO SRF, and everyone who supported her in one way or another, i.e. building of the float, selling/ purchasing tickets. One half of the money raised went into the CWRA account. Ms. Duenas came in 3rd overall to earn the title of Miss Second Runner-Up.

Photo above shows one of many SRF Thanksgiving Dinner Dances. This particular one was held at the NIKKO Hotel. After a super meal of a deal, relaxation with refreshments, quality time with friends, winning door prizes, and listening and dancing to the sounds of the band are but a few things one can look forward to.

SRF-CWRA THANKSGIVING DINNER DANCE: This annual event is the most prestigious one. Engagements have been held at large and popular hotels and clubs of the island such as the Hilton, Pacific Star, Hotel Okura, Red Carpet, Nikko, and the Top-O-Mar (Officer's Club). Tickets are sold to defray the cost of the establishment, decorations, food, and drinks. The dinner-dance is from 6:00 pm to 12 midnight, with dinner served at 6:30 pm and the no-hold bar (open bar) from 7:00 pm to midnight. The attire is island formal. A band is hired for dinner music, listening, and dancing pleasure and backed up by a Disc Jockey (DJ) when the band takes its breaks. Lots and lots of prizes are given away to the lucky people holding the winning ticket(s). A grand prize of an off island trip to places such as Saipan, Korea, Hawaii, Philippines, Japan, or mainland USA is one of many reasons why attendance at the gala event was high in numbers.

Everyone seems to enjoy themselves at this event. The party is normally started with opening remarks from the Commanding Officer (we always insist he make it short), followed by the Blessing of the food. Lines are formed and they start on the journey through the food table where they can't resist the temptation to try everything being served. Menu includes: red/white rice, vegetable/macaroni/potato salads, pot-roast, steam boat, lumpia, pancit, chicken (baked, fried, bar-b-que), spare-ribs (baked or bar-b-qued), fried/baked fish, chicken/steak kelaguen, kimchee, cucumber in soy sauce, daigo, roast turkey, roast pig, and the main ingredient in any local party - the finadene sauce. This local sauce adds a special flavor to your food and the spiciness makes you come back for more food (which is referred to as "seconds").

A member of the party pulls a raffle ticket for a lucky winner. Looking on is Ike Acfalle.

The crown anxiously await the ticket number to be called, hoping that their number is the winner. At this particular event, everyone present was a winner.

When the band plays...the dance floor is filled with those who came to enjoy and dance the night away. Some of the local favorites were: Cha Cha, Jitterbug, and the Waltz.

Once the majority of the crowd have finished dinner, the band pumps up the volume and plays local favorites to the tune of the Cha-cha, Jitterbug, Twist, and slow gotta get closer to you, Waltz. In between, they would play Rock-n-Roll, Disco, and especially Country and Western type music for the local buffs who like to dance the Electric Slide, The Achy-Breaky Heart, and the Macarena. Folks of all ages fill up the dance floor to strut and execute their version of the dance. The older group seem to flow with their precise timing of turns and motions matching each partner's moves. Of course, the younger crowd have their turn in the spotlight with fancy moves of their own. As incredible as it sounds, everyone ends up having the time of their lives enjoying quality time with friends, eating delicious and satisfying food, listening and dancing to the oldies and to the newest sounds available, and soothing themselves with refreshing liquids such as beer, wine coolers, mix drinks, tea, soda, water, and last but not least...coffee.

The dance is usually held the night before Thanksgiving making way for the following day to give thanks to the Lord and the many blessings he has given us and our families. We feel just a little weary on Thanksgiving Day but we always garner up enough energy to get together with families and friends to enjoy this festive day.

Photo above shows some of the "Night Moves" SRF personnel demonstrated on the dance floor at one of many Thanksgiving Dinner Dances sponsored by SRF CWRA.

Commander Chuck Doty, SRF Production Officer (left), won a prize for being the first male up on stage who was not wearing socks. Presenting the gift is Lieutenant Robert Williams, Supply Officer/Comptroller (center), while Nick Langas, Master Of Ceremony (right), comments, "I knew the Navy was cutting down on a lot of stuff, but all the way down to the socks?"

Mr. Alfred (Blue) Tainatongo, Supervisor, Shop 02 Transportation Department, is known throughout the command as an excellent supporter for all command functions including SRF CWRA. He has been the backbone of functions such as setting up Pierce Park for Change of Command ceremonies, and building a hut from natural resources such as coconut leaves thatched for roofs, sidings of a hut, tangantangan for support, pago bark for rope, and bamboo for windows, floors, stairs, and drinking containers for Chamorro Week festivities. He is also instrumental in the design and building of SRF's entry float in Guam's annual Liberation Day Parade in July, which is celebrated to honor the liberation of the people of Guam by the American forces from the Japanese forces.

Mr. Alfred (Blue) Tainatongo is from the proud southern-comfort village of Merizo. He enjoys night clubbing which includes dancing, karaoke singing and billiards. Al has since retired from SRF Guam with 30 years service.

HEADS OF INDUSTRIAL DEPARTMENT
U.S. NAVAL OPERATING BASE, GUAM

1.	CAPTAIN S.N. PYNE	18 JAN 45 - 12 SEP 46
2.	CAPTAIN M.H. GLUNTZ	12 SEP 46 - 03 AUG 48
3.	CAPTAIN O. STIEGLER	03 AUG 48 - 19 APR 50
4.	CAPTAIN P.W. SNYDER	19 APR 50 - 28 JUL 51
5.	CAPTAIN C.J. PALMER	28 JUL 51 - 15 AUG 51

COMMANDING OFFICERS
U.S. NAVAL SHIP REPAIR FACILITY, GUAM

6.	CAPTAIN C.J. PALMER	15 AUG 51 - 17 JUL 53
7.	CAPTAIN G.W. UNDERWOOD	17 JUL 53 - 22 MAY 54
8.	COMMANDER M.A. LIBBEY	22 MAY 54 - 15 AUG 55
9.	COMMANDER F.A. HOPPER	15 AUG 55 - 15 JUL 57
10.	COMMANDER T.C. GURLEY	15 JUL 57 - 26 JUN 59
11.	CAPTAIN V.D. JOHNSON	26 JUN 59 - 04 AUG 61
12.	CAPTAIN L.P. MELSON	04 AUG 61 - 24 JUL 63
13.	CAPTAIN W.L. MARSHALL	24 JUL 63 - 13 AUG 65
14.	CAPTAIN L.B. MAYER	13 AUG 65 - 26 AUG 67
15.	CAPTAIN J.T. REED	26 AUG 67 - 29 OCT 69
16.	CAPTAIN P.B. SMITH	29 OCT 69 - 04 OCT 72
17.	CAPTAIN N.W. GOKEY, III	04 OCT 72 - 06 AUG 75
18.	CAPTAIN R.E. PIERCE	06 AUG 75 - 08 JUL 77
19.	CAPTAIN L.G. MITCHELL	08 JUL 77 - 31 AUG 79
20.	COMMANDER T.J. KILE	31 AUG 79 - 11 JUL 80
21.	COMMANDER R.E. KELL	11 JUL 80 - 24 SEP 82
22.	COMMANDER W.A. ERICSON	24 SEP 82 - 06 JUL 84
23.	COMMANDER M.J. MCGARAGHAN	06 JUL 84 - 12 DEC 86
24.	CAPTAIN B.E. JULIAN	12 DEC 86 - 31 AUG 88
25.	CAPTAIN A.D. CHRISTOPHER	31 AUG 88 - 26 JUN 90
26.	CAPTAIN W.G. SPEED	26 JUN 90 - 24 JUL 92
27.	CAPTAIN J.L. CUZZOCREA	24 JUL 92 - 15 JUL 94
28.	CAPTAIN E.C. BERMUDES	15 JUL 94 - 15 JUL 96
29.	CAPTAIN G.R. PATCH	15 JUL 96 - 30 SEP 97 (CLOSURE)

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SRF GUAM

NOTES

1. The Mariana Islands 1884-1887. Random notes of Gov Francisco. Manila: 1887 Olive Y Garcia. Translated by Marjorie G. Driver, MARC 1984.

2. Mr. Juan N. Perez would eventually be imprisoned by the Japanese and remain so until the liberation of Guam. He would go on to be the military appointed commissioner of Sumay by Admiral Nimitz's administration and twice elected Mayor of Santa Rita.

3. Amphibious Landing Craft.

4. Lion 6 would eventually become N.O.B. Guam.

5. Troop Landing Craft.

6. The surrender document was signed on 2 September 1945 at Tokyo Harbor onboard the USS MISSOURI.

ACKNOWLEDGEMENTS

Special thanks to the following for their contributions to the contents of this History Book:

The former commissioners and mayors of Sumay and Santa Rita: Mr. Pedro Roberto, Mr. Greg Borja, and Mr. Juan N. Perez

Captain Gregory R. Patch, Commanding Officer, SRF Guam

Commander Charles Doty, Executive Officer, SRF Guam

Lieutenant Robert L. Williams, Supply/Comptroller, SRF Guam

Professor Dirk Ballendorf, University of Guam

Lieutenant Dave Gai and Staff of COMNAVMAR

Micronesia Area Research Center, University of Guam

Naval Archives, Washington D.C.

The War in the Pacific Museum

Naval Activities Historic Museum

Mr. Don Ferrell

Mr. Pedro Sanchez

Mr. and Mrs. Gregorio Santos, Maina Guam

Mr. Jesus Sablan, Santa Rita Guam

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Those not mentioned in this book, who in one way or another contributed to the contents of this History Book

THANK-YOU ALL !!!

The History Book Committee

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